



AIRPORT COMMISSION MEETING

Agenda Item Executive Summary

Airport Conference Room, Palm Springs International Airport
3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262
Wednesday, April 17, 2024 - 5:30 P.M.

The following agenda items were distributed on the next regular business day after the Airport Commission agenda packet was distributed to the Airport Commission, and at least 24 hours prior to the Airport Commission meeting.

AGENDA ITEM 8.J – Projects and Airport Capital Improvement Program Update

ATTACHMENT: Projects and Airport Capital Improvement Program Update

AGENDA ITEM 9 – Executive Director Report

ATTACHMENT: Executive Director Report

AGENDA ITEM 11.A – Past City Council Actions

ATTACHMENT: Past City Council Actions

AGENDA ITEM 11.B – Future City Council Actions

ATTACHMENT: Future City Council Actions



AIRPORT COMMISSION MEETING AGENDA

Airport Conference Room, Palm Springs International Airport
 3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262
 Wednesday, April 17, 2024 - 5:30 P.M.

To view/listen/participate in the meeting live, please contact Paula Pak at Paula.Pak@palmspringsca.gov or the following telephone number (760) 318-3832 to register for the Zoom meeting. There will be an email with Zoom credentials sent after registration is complete, in order to access the meeting and offer public comment.

In addition, the meeting will also be teleconferenced pursuant to Government Code Section 54953 from the following location(s):

TELECONFERENCE LOCATION(S):

Commissioner David Feltman – City of Palm Springs
 5050 Kestral Parkway South
 Sarasota, FL 34231

Each location is accessible to the public, and members of the public may address the Airport Commission from any of the locations listed above. Any person who wishes to provide public testimony in public comments is requested to file a speaker card before the Public Comments portion of the meeting. You may submit your public comment to the Airport Commission electronically. Material may be emailed to: Paula.Pak@palmspringsca.gov - Transmittal prior to the start of the meeting is required. Any correspondence received during or after the meeting will be distributed to the Airport Commission and retained for the official record.

To view Airport Commission meeting videos click on [YouTube](#).

City of Palm Springs:		Riverside County:	City of Cathedral City:	City of Palm Desert:
Aftab Dada - Chair	David Feltman	Margaret Park	Tony Michaelis	Kevin Wiseman
Kevin J. Corcoran Vice Chair	J Craig Fong	City of Indian Wells:	City of Coachella:	City of Rancho Mirage:
Vacant	Tracy Martin	Robert Berriman	Denise Delgado	Keith Young
Todd Burke	M. Guillermo Suero	City of La Quinta:	City of Desert Hot Springs:	City of Indio:
Daniel Caldwell	Dave Banks	Kathleen Hughes	Jan Pye	Rick Wise
Palm Springs City Staff				
Scott C. Stiles		Harry Barrett Jr., A.A.E.		Jeremy Keating
City Manager		Airport Executive Director		Assistant Airport Director

- 1. CALL TO ORDER – PLEDGE OF ALLEGIANCE**
- 2. POSTING OF AGENDA**
- 3. ROLL CALL**
- 4. ACCEPTANCE OF AGENDA**
- 5. PUBLIC COMMENTS:** Limited to three minutes on any subject within the purview of the Commission
- 6. APPROVAL OF MINUTES:** Minutes of the Airport Commission Special Meeting of December 6, 2023
- 7. INTRODUCTIONS AND PRESENTATIONS:**
 - 7.A** Tanya Perez, Administrative Specialist
- 8. DISCUSSION AND ACTION ITEMS:**
 - 8.A** Car Rental Car Wash Facility Noise Update
 - 8.B** CONRAC Alternatives Update
 - 8.C** Strategic Business Plan - Notice to Proceed to InterVISTA
 - 8.D** Relocating Existing Art
 - 8.E** Marketing and Business Development Committee Update
 - 8.F** Marketing and Air Service Update
 - 8.G** Ad Hoc Design Review Committee Update
 - 8.H** Concessions Update
 - 8.I** Financial Summary Update
 - 8.J** Projects and Airport Capital Improvement Program Update
- 9. EXECUTIVE DIRECTOR REPORT**
- 10. COMMISSIONERS REQUESTS AND REPORTS**
- 11. REPORT OF COUNCIL ACTIONS:**
 - 11.A** Past City Council Actions
 - 11.B** Future City Council Actions
- 12. RECEIVE AND FILE:**
 - 12.A** Airline Activity Report March 2024
 - 12.B** Airline Activity Report Fiscal Year Comparison
- 13. COMMITTEES:**
 - 13.A** Future Committee Meetings

ADJOURNMENT:

The Airport Commission will adjourn to a Regular Meeting on May 15, 2024, at 5:30 P.M.

AFFIDAVIT OF POSTING

I, Harry Barrett, Jr., Airport Executive Director, City of Palm Springs, California, hereby certify this agenda was posted on April 11, 2024, in accordance with established policies and procedures.

PUBLIC NOTICES

Pursuant to G.C. Section 54957.5(b)(2) the designated office for inspection of records in connection with the meeting is the Office of the City Clerk, City Hall, 3200 E. Tahquitz Canyon Way. Complete Agenda Packets are available for public inspection at: City Hall Office of the City Clerk. Agenda and staff reports are available on the City's website www.palmspringsca.gov. If you would like additional information on any item appearing on this agenda, please contact the Office of the City Clerk at (760) 323-8204.

It is the intention of the City of Palm Springs to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, or in meetings on a regular basis, you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the Department of Aviation, (760) 318-3800, at least 48 hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible.



AIRPORT COMMISSION

ACTION SUMMARY MINUTES OF SPECIAL MEETING

Wednesday, December 06, 2023 – 1:00 P.M.

1. CALL TO ORDER:

Vice Chairman Corcoran called the Airport Commission Meeting to order at 1:05 P.M. The meeting was held in-person and via videoconference.

2. POSTING OF THE AGENDA: Posted on December 1, 2023.

3. ROLL CALL:

Commissioners Present:

Dave Banks (Palm Springs)	Tony Michaelis (Cathedral City)
Robert Berriman (Indian Wells)	Margaret Park (Riverside County)
Todd Burke (Palm Springs)	Jan Pye (Desert Hot Springs)
Kevin Corcoran (Palm Springs) - Vice Chair	Rick Wise (Indio)
David Feltman (Palm Springs)	Kevin Wiseman (Palm Desert)
J Craig Fong (Palm Springs)	Keith Young (Rancho Mirage)
Tracy Martin (Palm Springs)	

Commissioners Absent: Daniel Caldwell (Palm Springs), Aftab Dada (Palm Springs), Denise Delgado (Coachella), Kathleen Hughes (La Quinta), M. Guillermo Suero (Palm Springs)

Staff Present:

Scott C. Stiles, City Manager
 Harry Barrett, Jr., Airport Executive Director
 Jeremy Keating, Assistant Airport Director
 Daniel Meier, Deputy Director of Aviation, Marketing and Air Service
 Victoria Carpenter, Airport Administration Manager
 Jacob Colella, Airport Maintenance Superintendent
 Ramon Sanchez, Interim Airport Operations Manager
 Jeremy Holm, City Attorney
 Christina Brown, Executive Program Administrator

Others Present:

Ryan Hayes, Mead & Hunt, Inc.

4. ACCEPTANCE OF THE AGENDA:

ACTION: Accept the Agenda as presented. **Moved by Commissioner Young, seconded by Commissioner Wiseman, and unanimously approved noting the absence of Commissioners Caldwell, Dada, Delgado, Hughes and Suero.**

Vice Chairman Corcoran asked Commissioner Feltman to lead the Pledge of Allegiance.

5. PUBLIC COMMENTS: None

6. DISCUSSION AND ACTION ITEMS:

6.A Strategic Planning Session Update

Vice Chairman Corcoran introduced City Manager Scott Stiles, and City Manager Stiles spoke briefly to the Commissioners about the significance of the Airport's growth, and he thanked them for their participation in the planning process.

Airport Executive Director Barrett reported on the accomplishments of the various Airport Divisions over the past twelve months, including: Administration, Maintenance, Marketing and Air Service, Operations and Security.

Airport Executive Director Barrett shared his mission to establish a 2024 Strategic Business Plan with the goal of: 1) communicating the Airport's vision to the community and stakeholders; 2) give the PSP organization direction; 3) define and track progress toward key goals; and 4) improve business decisions. He stated that the Strategic Business Plan would be presented to the Commission in December of 2024 and quarterly updates would be provided on the staff's progress.

Airport Executive Director Barrett reported that the Airport had completed the negotiations of the new hybrid Airport Use and Lease Agreements (AULA) with the signatory airlines, and he provided details of the negotiation and the differences between the old and new AULA. Commissioner Wise asked if this was a unique rate methodology, and Mr. Barrett confirmed that a significant number of airports are also using similar rate methodologies. Vice Chairman Corcoran asked how the hybrid rate methodology would impact the Airport with respect to landing fees, and especially in comparison to other airports in Southern California. Airport Administration Manager Carpenter stated that the Airport's landing fees have remained the same and were based on expenses for the year. She said that she did not have information readily available to reflect comparisons with other airports in Southern California and that she would provide that information at the next Airport Commission meeting. Mr. Barrett noted that the enplanement fees had been slightly increased. Vice Chairman Corcoran asked what the thinking was behind keeping the fees so low. Mr. Barrett explained

that raising the fees to the airlines increased the probability of those same airlines taking their planes to other airports.

Commissioner Fong asked which signatory airlines were covered by those fees and what the arrangement was for the airlines that were not covered. Mr. Barrett reported that the signatory carriers included Alaska, American, Delta, United, Southwest, WestJet, and Air Canada. He stated that the remaining non-signatory airlines Flair, JetBlue, Sun Country, Avelo, and Allegiant were not covered per their business decision because it gives them the flexibility to leave the market with no repercussions, and in terms of metrics, non-signatory airlines do not have priority gates and they pay a 25% premium to use the Airport's resources. Commissioner Wiseman asked if baggage was included in the enplanement fee, and Mr. Barrett said that baggage was a separate fee. Commissioner Corcoran asked if the Airport was making more money with the new AULA, and Mr. Barrett confirmed that the Airport was making more money.

Commissioner Fong asked if the City Attorney reviewed the agreement or if an outside firm reviewed the agreement. Mr. Barrett confirmed that the City Attorney was involved in reviewing the agreement, and Ms. Carpenter added that an aviation financial consultant also assisted with the agreement and the negotiations. Vice Chairman Corcoran asked Mr. Barrett if there was anything that he wanted that did not get approved by the airlines in the negotiations, and Mr. Barrett confirmed that the Airport was able to successfully negotiate all items that the Airport staff had set out to have the airlines approve in the negotiations.

Airport Administration Manager Carpenter reviewed her presentation regarding the different funding received from Federal Aviation Administration (FAA) to help fund the various capital projects at the Airport.

Airport Executive Director Barrett presented the 5-Year Capital Review and Progress Report. Commissioner Feltman asked about the Wi-Fi improvements and where that project resides. Mr. Barrett stated that on the following Monday he would be meeting with the Director of IT and the City Manager to work on a plan that would be presented to the Commission. Commissioner Corcoran added that the funds for the Airport's Wi-Fi project had been approved by the City Council. Commissioner Feltman asked where the project landed in the scope of priorities, and Mr. Barrett affirmed that it was a priority, and he reiterated that he was presently working with IT and the City Manager on a plan that would be presented to the Airport Commission.

Commissioner Young referred to the restroom renovation project, and he asked if the proposed completion dates presented were the original dates, and Mr. Barrett stated that the completion dates had been changed in part because of challenges with FAA environmental clearances and because of some challenges in the procurement phase.

Commissioner Corcoran asked the Airport Master Plan consultant Ryan Hayes with Mead and Hunt, Inc. (Mead & Hunt) about the Consolidated Rental Car Facility (CONRAC) design proposed completion date of Q4 - 2026, and he questioned how it could take two years to design the facility considering it has only been talked about for the last five years. Mr. Hayes stated that the CONRAC is a program, and the FAA requires an environmental review of the entire program which causes the delays.

Commissioner Corcoran asked Assistant Airport Director Keating for an update on the shade structures and specifically the reason for the delay in completing the project. Mr. Keating explained that the Airport team was doing everything in its power to move this project forward, and he noted that the project faced some challenges with design, permitting, etc. He further stated that it would be presented to the City Council for approval and that it would be out of the Airport's hands once it went to permitting.

Mr. Barrett provided an update on the Airport staffing, and he shared a slide presentation with photographs to highlight the daily challenges faced by the Airport staff. Commissioner Fong asked for confirmation that the Airport as a facility has little or no control over when the airlines choose to land and/or take off and how many flights come in at once. Mr. Barrett confirmed that the information was accurate, he said that it is the Airport's responsibility to accommodate the airline's needs and that the only time the Airport could intervene would be if a situation was to create an unsafe environment for the Airport. Commissioner Feltman asked if the Airport staff was collecting any data to share with the airlines' corporate offices to demonstrate the impacts that their scheduling has on the Airport. Mr. Barrett confirmed that the data is collected and provided to the airlines, and he explained that the airlines believe that the way they are scheduling is the most efficient way to schedule the flights.

Commissioner Feltman noted that from his personal experience, the customer service plummets when the airlines hire contractors, and he asked if there was anything that could be done to mitigate that situation. Mr. Barrett said that it does depend on the contractors and the airlines' internal requirements and how they choose to do business, and he said that generally speaking, contractors receive lower pay which makes the contractor less invested which creates customer experience challenges.

Vice Chairman Corcoran asked how many of the airlines were using contractors versus having their own employees servicing their passengers. Interim Airport Operations Manager Sanchez stated that all but two airlines, Southwest and Alaska Airlines, used contractors. Vice Chairman Corcoran asked what the Airport could do to mitigate how contractors behave with the passengers. Mr. Barrett stated that sometimes these matters are tied to the agreements with the airlines. He noted that the previous agreement with the airlines did not provide enough definition in the agreement and that the agreement had been in place for over 20 years. Mr. Barrett said that over time, the Airport staff will continue to have discussions with the airlines that are relative to the agreement, and staff will be able to capture the metrics of how the airlines are doing business. He further stated that for now the Airport was heavily

reliant on Deputy Director of Aviation, Marketing and Air Service Meier speaking to the airlines about the feedback that is received from the travelers about their customer experience.

Airport Executive Director Barrett provided information regarding the day-to-day challenges faced by the Airport staff including: 1) decentralized department functions such as human resources, information technology, procurement, permitting and city engineering; 2) prolonged employee hiring process; 3) recruitment of contractors; and 4) space constraints. Commissioner Martin asked if the City provides any solutions to the challenges being faced by the Airport. Mr. Barrett stated that the City staff has been an advocate in trying to find solutions. Vice Chairman Corcoran said that it was important for staff to continue having discussions with the various City departments about improving efficiencies. Commissioner Young suggested that the Airport staff identify examples of airports that were able to navigate similar issues effectively with municipal governments.

Commissioner Burke asked if there were any shining examples of airports that were similar in size and scope to this Airport that were doing well with customer service that the Airport staff could look to. Mr. Barrett stated that he could not name a specific airport and noted that there were airports that have created efficiencies around these challenges and that the Airport staff would research those airports. Commissioner Wise suggested that the airline's contractors would provide better customer service if the Airport could find a way to give them a sense of belonging like the Airport employees have.

Commissioner Fong asked if there was a way to have a standardized customer service policy in the AULA that would be across the Airport regardless of whether they were an airline employee, airport employee or contractor to raise the customer satisfaction and create consistency across the Airport. He opined that the customer's experience with any airline is a reflection on the entire Airport and a reason to unify the customer experience. Mr. Barrett stated that those conversations and expectations have been discussed with the airlines and were a big focus for the calendar year 2024. The Airport wants to ensure that its business partners are aligned with the Airport's vision and expectations, and as it continues its business relationship with those stakeholders and updates those agreements, it will provide opportunities to do that as well.

Commissioner Martin referred to the Airport being designated as a small hub airport, and he asked if the Airport's growth plan could move the Airport towards being designated as a medium hub airport. Mr. Barrett said that in his opinion, he believed that the Airport was moving towards being designated as a medium hub airport. Mr. Hayes noted that the airport designations are based on national enplanements. Commissioner Young asked how an airport's hub designation relates to the FAA. Mr. Hayes said that the FAA does use the hub designations for funding purposes.

Vice Chairman Corcoran referred to the strategic planning process that would be completed in December 2024, and he asked if the Commission would be receiving updates along the way. Mr. Barrett said that he would be providing quarterly updates.

6.B Master Plan Update

Ryan Hayes with Mead & Hunt provided a briefing on the Airport Master Plan.

The Airport Commission had a lengthy discussion about the Airport Master Plan terminal design alternatives, and the Commission concluded that further discussion was needed before making a recommendation to the City Council. It was determined that the recommendation to the City Council would need to include a summary of the pros and cons for Alternatives 1A and 3, and it was further agreed that Mead & Hunt would provide the summary of pros and cons for the respective Master Plan alternatives to Executive Program Administrator Brown by Monday, December 11, 2023, who would then forward it to the Commissioners. The Commissioners would be reviewing said summary, and the Commissioners would provide their own list of pros and cons and questions to be added to the summary that would be presented at the December 20, 2023 Airport Commission meeting.

ACTION: To continue the agenda item to the December 20, 2023 Airport Commission meeting. **Moved by Commissioner Young, seconded by Commissioner Wiseman, and unanimously approved noting the absence of Commissioners Caldwell, Dada, Delgado, Hughes and Suero.**

6.C Cancellation of December 20, 2023 Airport Commission Meeting

There was no discussion or action taken for this item.

7. COMMISSIONERS REQUESTS AND REPORTS: None.

ADJOURNMENT:

The Airport Commission adjourned at 6:30 P.M. to a Regular Meeting on December 20, 2023, at 5:30 P.M.

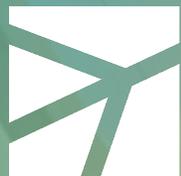
Paula Pak

Paula Pak
Executive Administrative Assistant

Palm Springs Airport Master Plan

Airport Commission Meeting – CONRAC Planning

April 17, 2024



palm springs
INTERNATIONAL AIRPORT



CONRAC Analysis Agenda

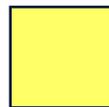
- ➔ Evaluation Matrix Summary
- ➔ Planning Goals and Assumptions
- ➔ Pertinent Development Regulations
- ➔ CONRAC Requirements
- ➔ Alternative Site Evaluations
 - ▶ Site 1 – On Site
 - ▶ Site 2 – Off Site (E Ramon Road)
 - ▶ Site 3 – Off Site (N Farrell Road)

Evaluation Matrix Summary

Evaluation Metric	Site 1 – On Site	Site 2 – Off Site (E Ramon Road)	Site 3 – Off Site (N Farrell Road)
Passenger Experience 70+ percent of PSP passengers are leisure travelers who rent vehicles. Proximity to terminal is critically important.	High Preference	Low Preference	Low Preference
Costs Up-front capital costs are expected to be similar, but operational costs for shuttle service differentiate on-site vs off-site alternatives.	High Preference	Medium Preference	Medium Preference
Shuttle Route Impacts - Traffic Impacts, Land Use Compatibility The CONRAC will bring significant traffic generation. The roadway capacity, ingress and egress, and route land use compatibility (adjacency to residential land uses) all influence site viability.	Medium Preference	High Preference	Low Preference
Rental Car Concessionaire Preference Rental Car Concessionaires have indicated preference for a site that maximizes passenger experience, lessens operational costs, and boosts operational efficiency. The ability to meet these criteria will likely result in increased revenue potential from the CONRAC.	High Preference	Medium Preference	Medium Preference
Aesthetics/Visual Impacts/Alternative Uses Siting of the ~60-foot structure will require sensitivity to the existing context of site. Proximity City Hall, a Historic Terminal, and residential development will require architectural consideration for massing and material selections. Off Site CONRAC frees up approximately 10 acres on airport for additional aircraft or vehicle parking.	Medium Preference	Medium Preference	Medium Preference



High Preference



Medium Preference



Low Preference



Planning Goals and Assumptions

Planning Goals:

1. Analyze three CONRAC alternatives and identify differentiating planning considerations.
2. Identify advantages/ disadvantages for each alternative.
3. Confirm Assumptions for on-site CONRAC.
4. Make Recommendation for preferred CONRAC Alternative.

Planning Assumptions:

1. Consider onsite CONRAC and offsite CONRAC locations (as shown on figure).
2. Assess land acquisition requirements at each site.
3. Program and plan will adhere to the Gensler/Walker facility needs assessment, including but not limited to:
 - Plan for 5 level CONRAC that meets PAL 4 (roughly 1.5M square feet/34 acres).
 - First level Wash/maintenance, second and third levels Ready/Return and upper levels overflow.
 - Customer Service Area and offices attached to CONRAC.
 - Existing overflow lot and existing maintenance/wash lots to remain.
4. Consider airport owned shuttle operations and routes for each offsite CONRAC.
5. CONRAC passenger loading to be located north of terminal and not on existing curb.
6. CONRAC passenger drop offs at Customer Service Building in or attached to offsite CONRAC.



Source: Mead & Hunt



CONRAC Alternative Cost Comparison

Rough-Order-of-Magnitude (ROM) Costs	Site 1 (9.3 Acres)	Site 2 (15.4 Acres)	Site 3 (27.6 acres)
CONRAC Design/Construction	\$447,557,000	\$447,557,000	\$447,557,000
Land Acquisition (700,000 per acre)*	\$0	\$10,780,000	\$19,320,000
20-Year Shuttle Bus Operation**	\$0	\$66,725,000	\$66,725,000
TOTAL COSTS	\$447,557,000	\$525,062,000	\$533,602,000

*Cost per acre based on Appraisal Report for Site 2

**Annual Shuttle Bus Operational Costs based on 2019 Ricondo Customer Facility Charge (CFC) Analysis



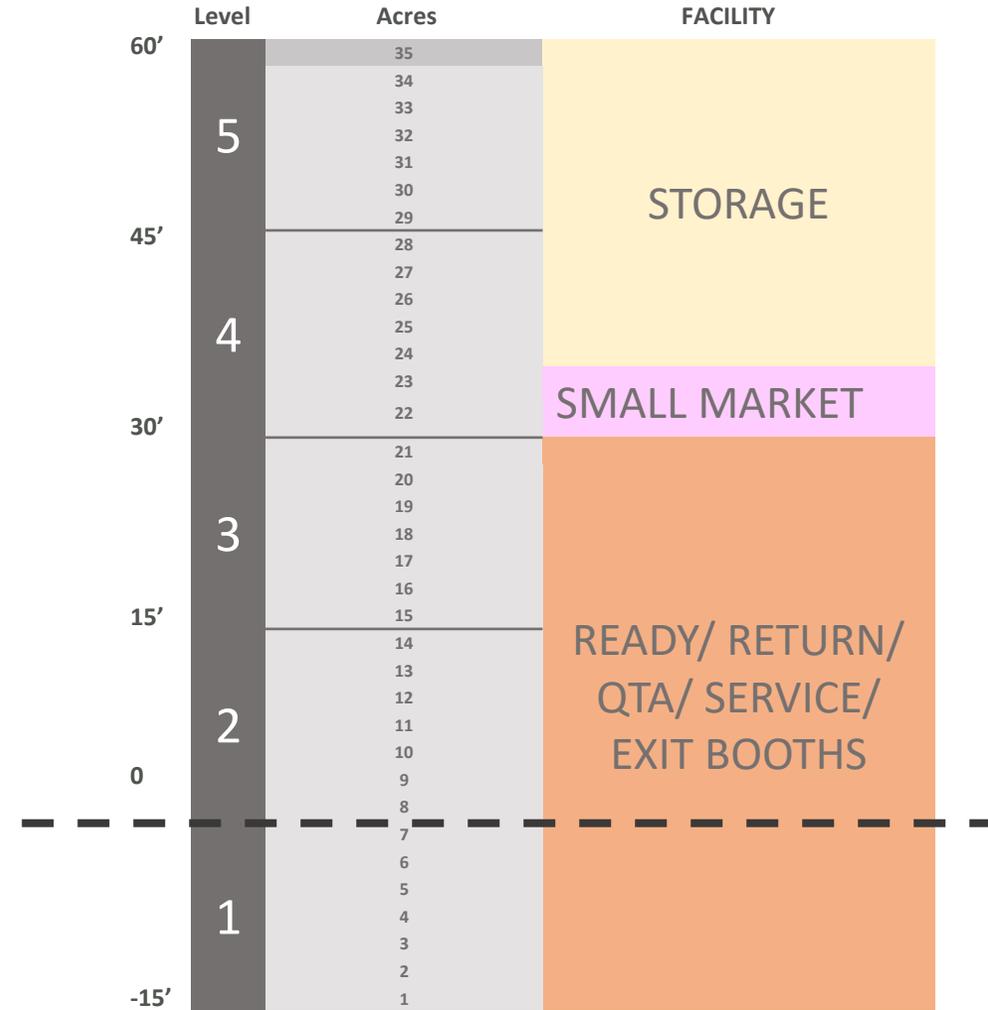
Development Regulations

- ➔ Land Use and Zoning Considerations
- ➔ Setbacks, particularly residential setbacks
- ➔ Lot coverage requirements

CONRAC Requirements

PAL 4 CONRAC Facility Needs			
	S.F	Acres	Acres by Type
Storage	523,530	12.02	12.02
Small Market Entrant	71,253	1.64	1.64
Customer Service Area	13,195	0.30	0.30
Ready	453,688	10.42	20.39
Return	164,316	3.77	
QTA/Service	262,538	6.03	
Exit Booths	7,800	0.18	
Total	1,496,320	34	34

Anticipated Programming



Source: Walker

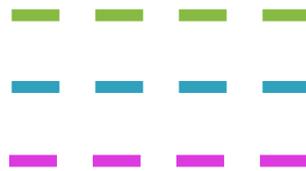


Alternatives Site Evaluations

Shuttle Circulation

- ❖ Shuttle Routes were chosen to provide a direct route to the airport.
- ❖ Shuttle Routes also chosen to incorporate existing QTA/ Service facilities on route (Pink)
- ❖ Passenger loading for each site will occur on north side of the terminal via El Cielo Rd to prevent rental vehicles passing by the terminal curb front.

- Site 1 – On Airport (No Shuttle)
- Site 2 – Off Airport (E Ramon Rd)
- Site 3 – Off Airport (N Farrell Rd)
- Existing QTA Route



Alternative Site Evaluations

Estimated Annual Shuttle Operational Cost

❖ Variation in level of service between the Ricondo south site analysis (17 min loop) and Site 3 Mead & Hunt analysis (21 min loop) is not expected to require additional shuttles.

❖ Annual Operational costs are expected to be marginally higher for fuel and maintenance for the Site 2 and Site 3 of the Mead & Hunt analysis due to longer routes.

Estimated Shuttle Times

❖ Mead & Hunt Analysis

- Site 1 – N/A
- Site 2 – 19 Min round trip (2-miles)
- Site 3 – 21 min round trip (3.6 miles)

❖ Ricondo CFC Capacity Analysis 2020

- South Site via Kirk Douglas Way – 17 Min round trip (1.3 – Miles)

Passenger Demand Driven Headway Operation	2026 (DBO)	2030	2035	2040
Fleet Requirement (Non-Peak Months/Peak Months)	3/8	4/8	4/9	4/10
Annual Cost	\$2,420,000	\$2,974,000	\$3,683,000	\$4,268,000

Fleet requirements include 25% spare or contingent fleet to account for regularly scheduled maintenance and unforeseen breakdowns.
Costs are rounded to the nearest 000.

Source: Ricondo CFC Capacity Analysis 2020



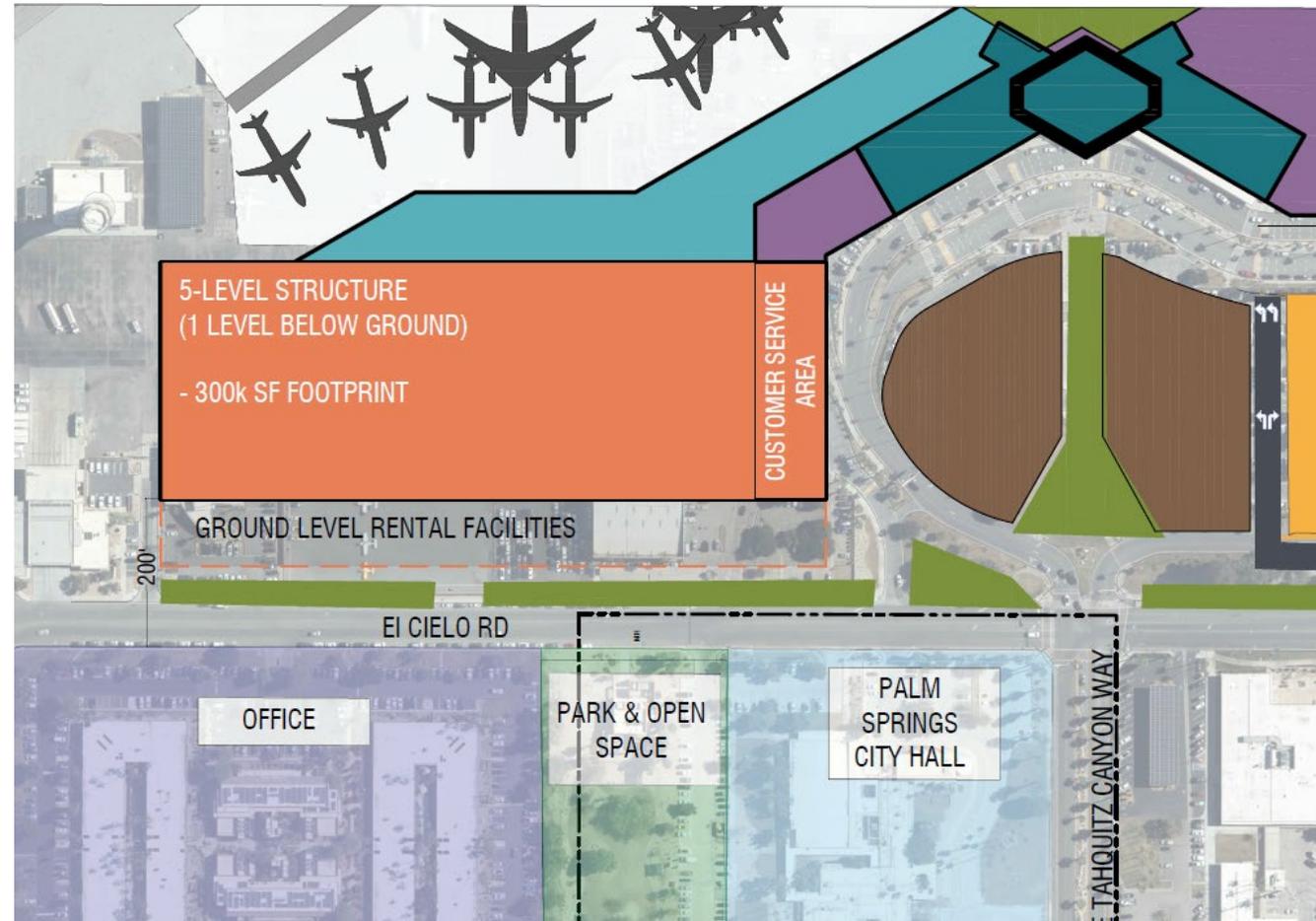
Site 1 – On Airport – 9.3 Acres

Advantages

- ❖ Shuttle service not required for CONRAC – High Level of Service
 - Improved user experience
 - Greater rents/ revenue potential
- ❖ No additional Property Acquisition or change to existing zoning
- ❖ Minimizes the need for duplicate infrastructure/ additional stops for future regional transit connections
- ❖ Greatest potential for off-peak non- car rental facility parking
- ❖ No residential land use in direct vicinity
- ❖ Optimal Building footprint to accommodate anticipated programming

Disadvantages

- ❖ Additional traffic generation adjacent to the terminal
- ❖ Fixed site boundaries with limited potential for future expansion outside of PAL4



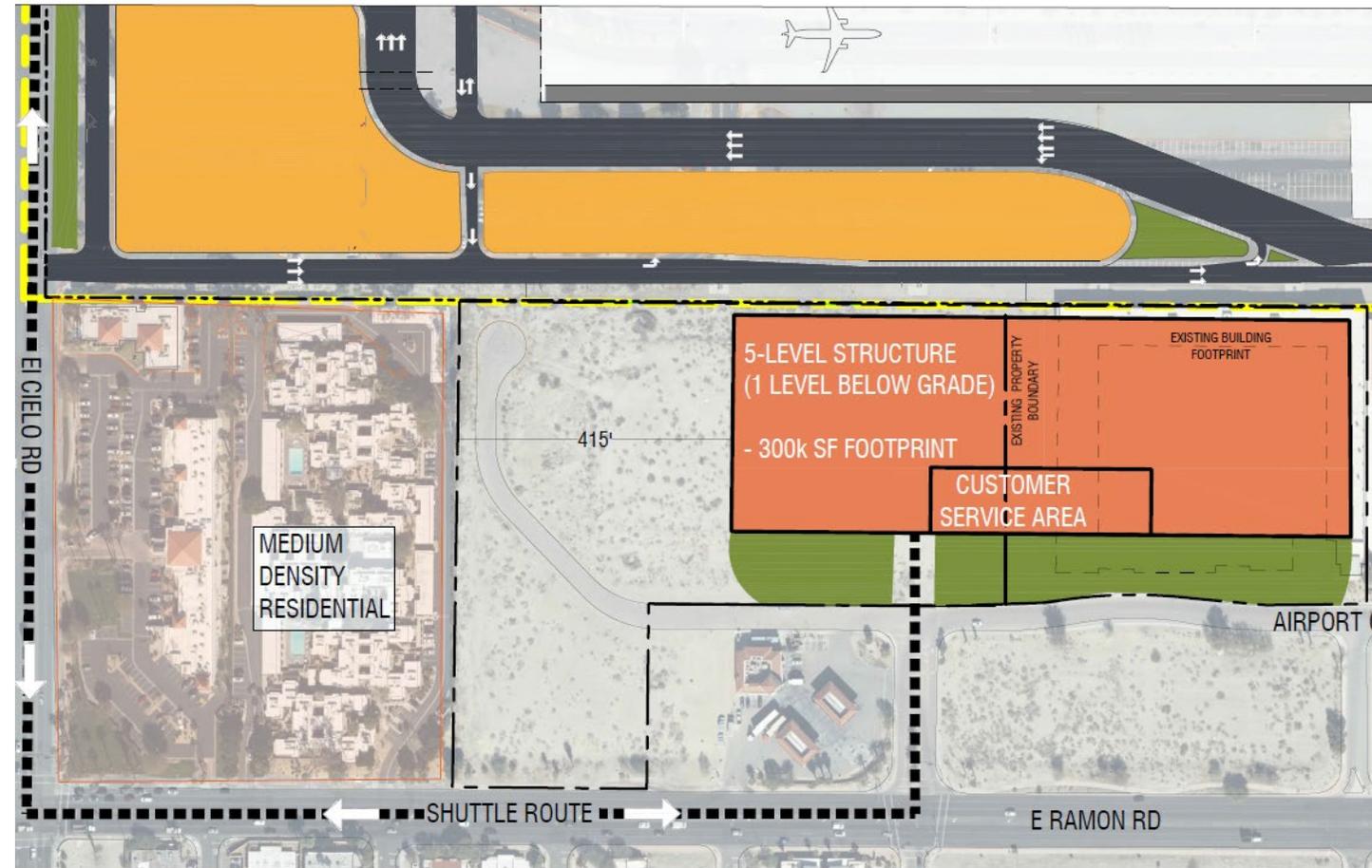
Site 2 – Off Airport (E Ramon Rd) – 15.4 Acres

Advantages

- ❖ Some potential for off-peak non-rental car facility parking
- ❖ Traffic generation onto roadway with sufficient capacity (E Ramon Rd)
- ❖ Additional land available for future development/ expansion outside of PAL4
- ❖ Optimal Building footprint to accommodate anticipated programming
- ❖ Frees up approximately 10 acres of terminal area for other functions

Disadvantages

- ❖ Shuttle service required for CONRAC – Average Level of Service
 - Less desirable user experience
 - Additional operational costs
- ❖ Property Acquisition, Existing Structure demolition, Zoning Change from M-1 to A-Aviation.
- ❖ Residential land use conflicts, with no additional setback requirements (Medium Density)
- ❖ Need for duplicate infrastructure/ additional stops for future regional transit connections



Site 3 – Off Airport (N Farrel Rd) – 27.6 Acres

Advantages

- ❖ Additional land available for future development/ expansion outside of PAL4
- ❖ Frees up approximately 10 acres of terminal area for other functions

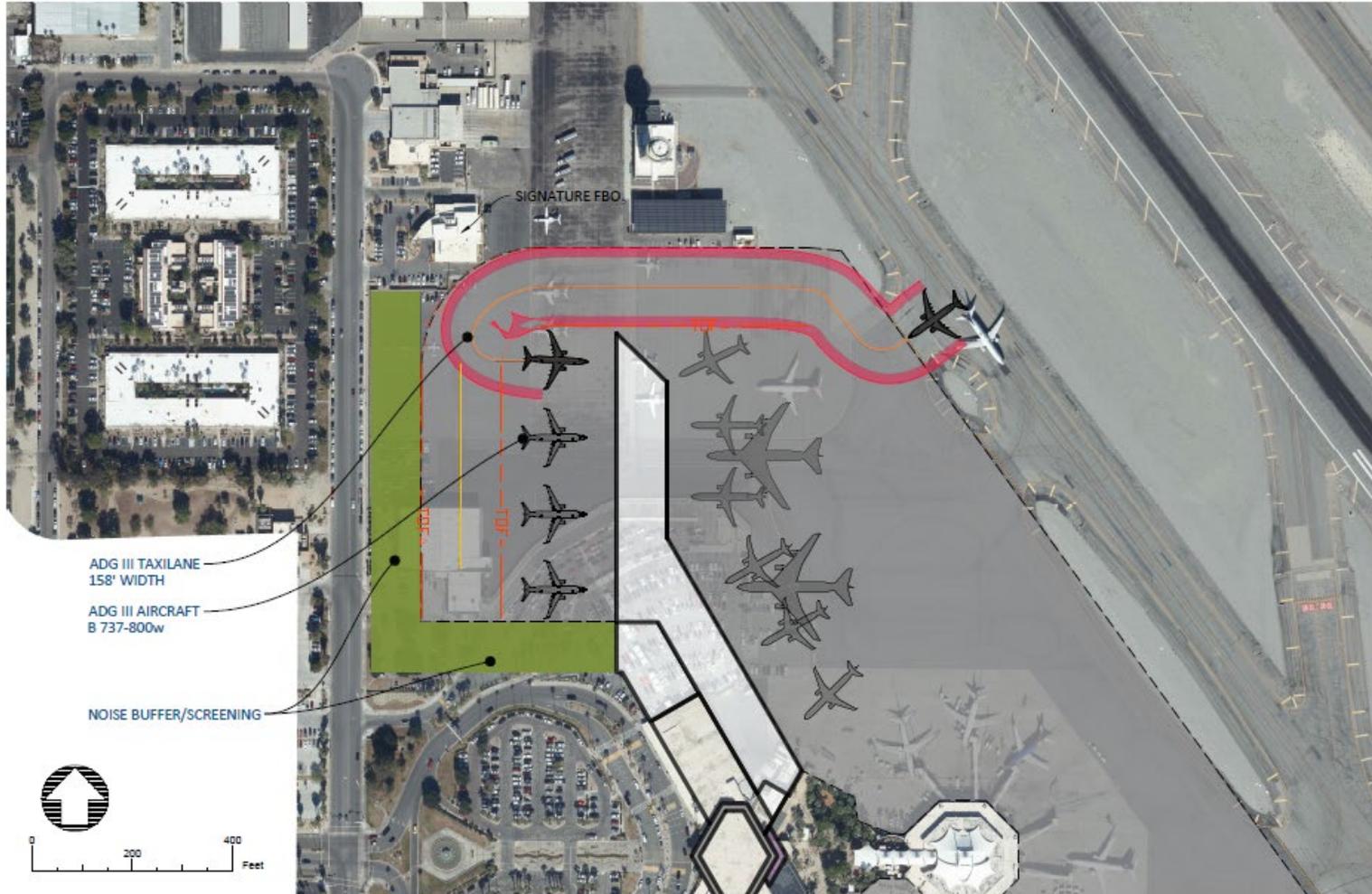
Disadvantages

- ❖ Shuttle service required for CONRAC – Poor Level of Service
 - Least desirable user experience
 - Highest Additional operational costs
- ❖ Sub-optimal Building footprint to accommodate anticipated programming (Narrow footprint)
- ❖ Property Acquisition, Zoning Change from M-1P I.L to A-Aviation.
- ❖ Residential land use conflicts, with additional setback requirements (Low-Density Residential)
- ❖ Need for duplicate infrastructure/ additional stops for future regional transit connections
- ❖ Not desirable for off-peak non-rental car facility parking



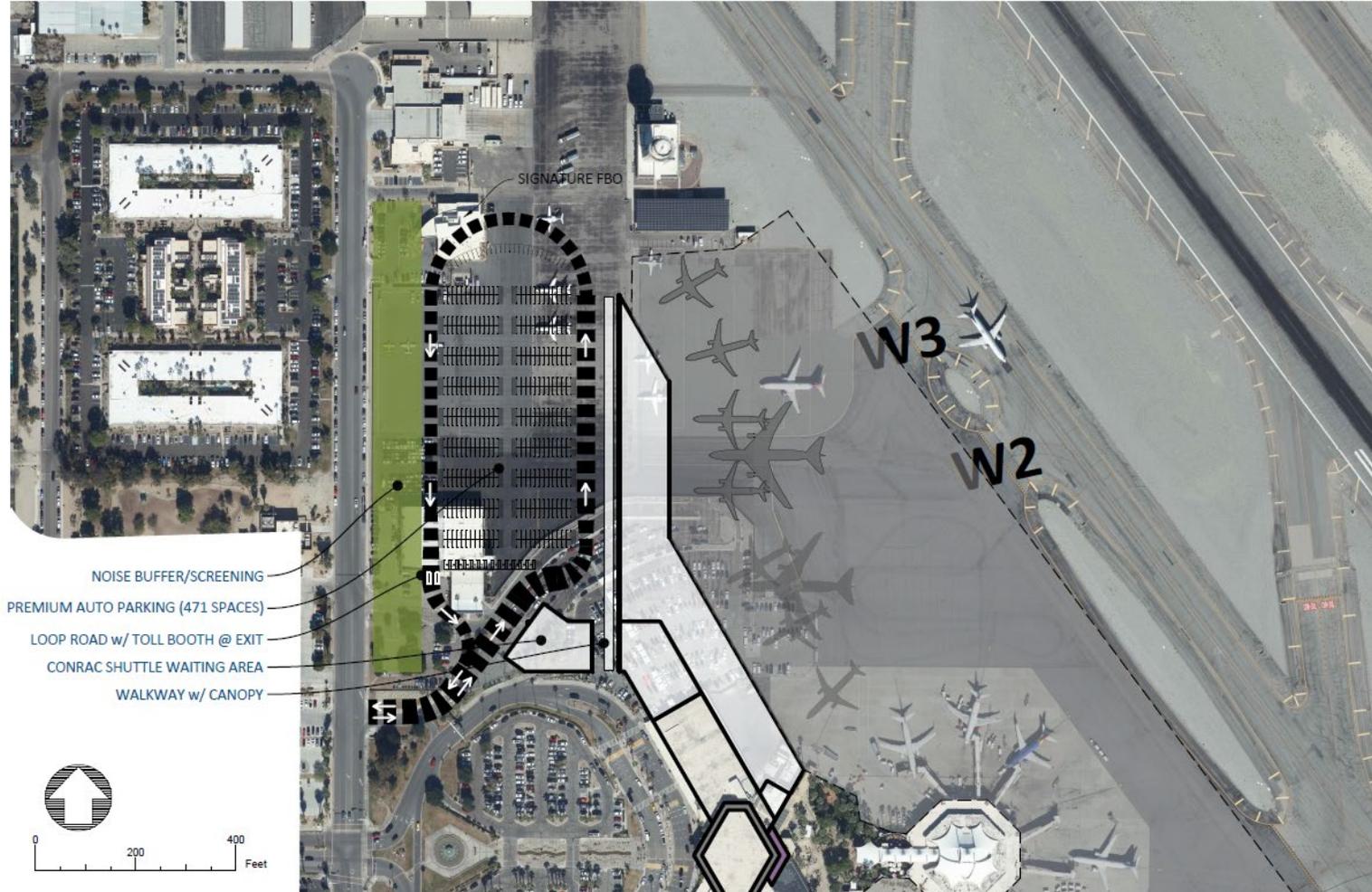
Site 1 – Alternative Use 1

Figure X-1: CONRAC Site Optional Planning - Alternative 1



Site 1 – Alternative Use 2

Figure X-2: CONRAC Site Optional Planning - Alternative 2



Evaluation Matrix Summary

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High Preference



Medium Preference



Low Preference



palm springs AIRPORT MASTER PLAN
INTERNATIONAL AIRPORT



Master Plan Recommended Concept



Mead
& Hunt

Questions





palm springs
INTERNATIONAL AIRPORT

Marketing & Air Service Update

April 2024



ITEM 8.F

Scheduled Departing Seats

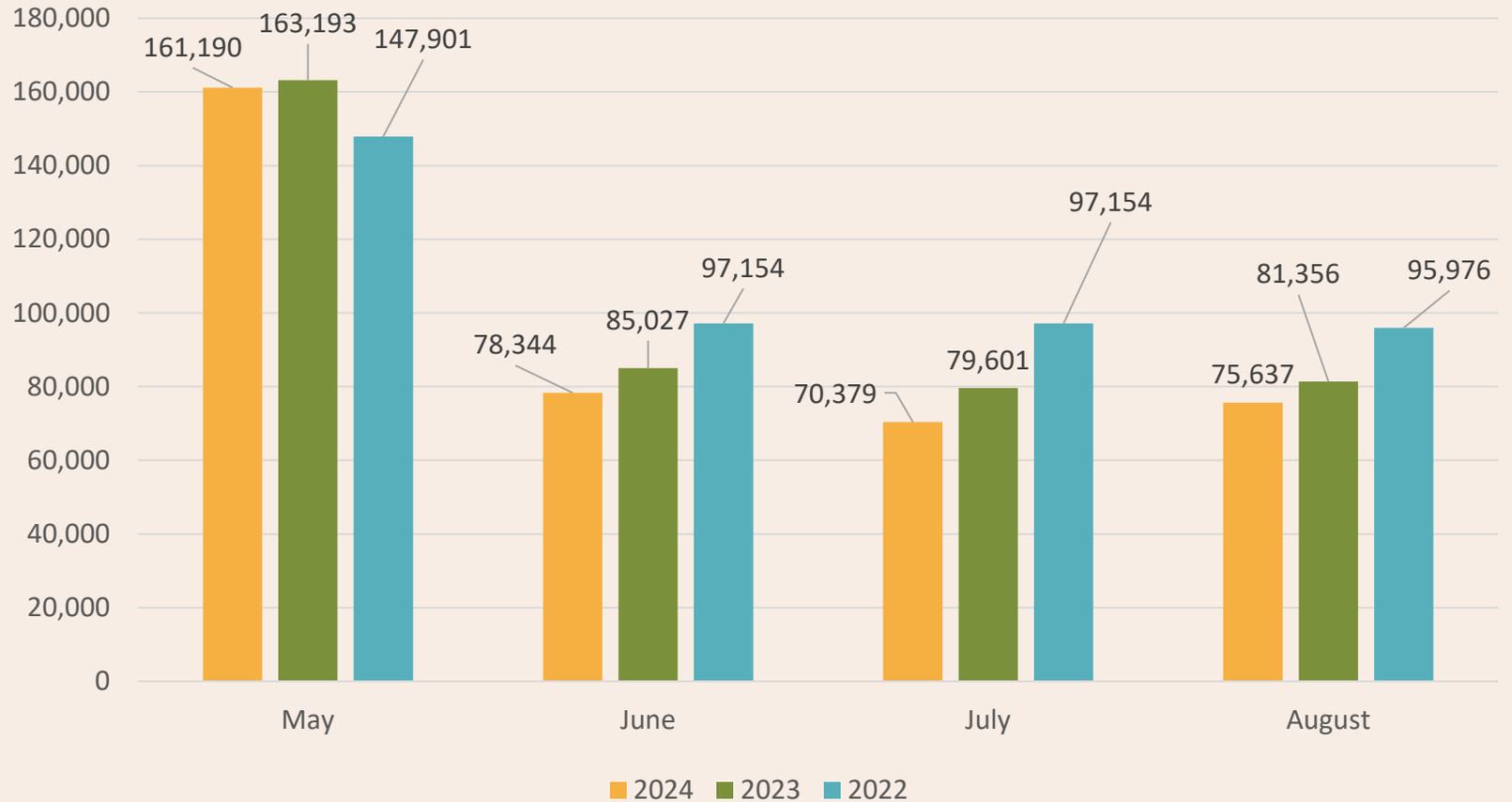
Based on 04/08/24 schedule data, subject to change.

Seats vs. 1 Year Ago	% Change
May	-1.2%
June	-7.9%
July	- 11.6%
August	- 7.0%
September	- 2.2%
October	9.0%

SFO runway construction continues to reduce summer flights to/from SFO.

Airlines continue to adjust schedules nationwide due to Boeing 737 MAX deliveries delays.

Seats start to increase in October, additional 14,000+ departing seats compared to one year ago.



Bar Graph: Left to right: 2024, 2023, 2022

February Total Passenger Counts

- 382,596 Total Passengers
- Increase of 2.3% over 2023
- New record month!

March Total Passenger Counts

- 479,118 Total Passengers
- Increase of 6.4% over 2023
- New record month!

Seasonal Routes Ending in April

Air Canada

- Toronto and Vancouver: 4/30/24

Alaska

- Boise: 4/14/24
- New York JFK: 4/22/24

Avelo

- Bend/Redmond: 4/28/24
- Eugene: 4/29/24

Delta

- Atlanta: 4/22/24

Flair

- Vancouver: 4/3/24

JetBlue

- New York JFK: 4/30/24

WestJet

- Edmonton: 4/25/24
- Winnipeg: 4/27/24



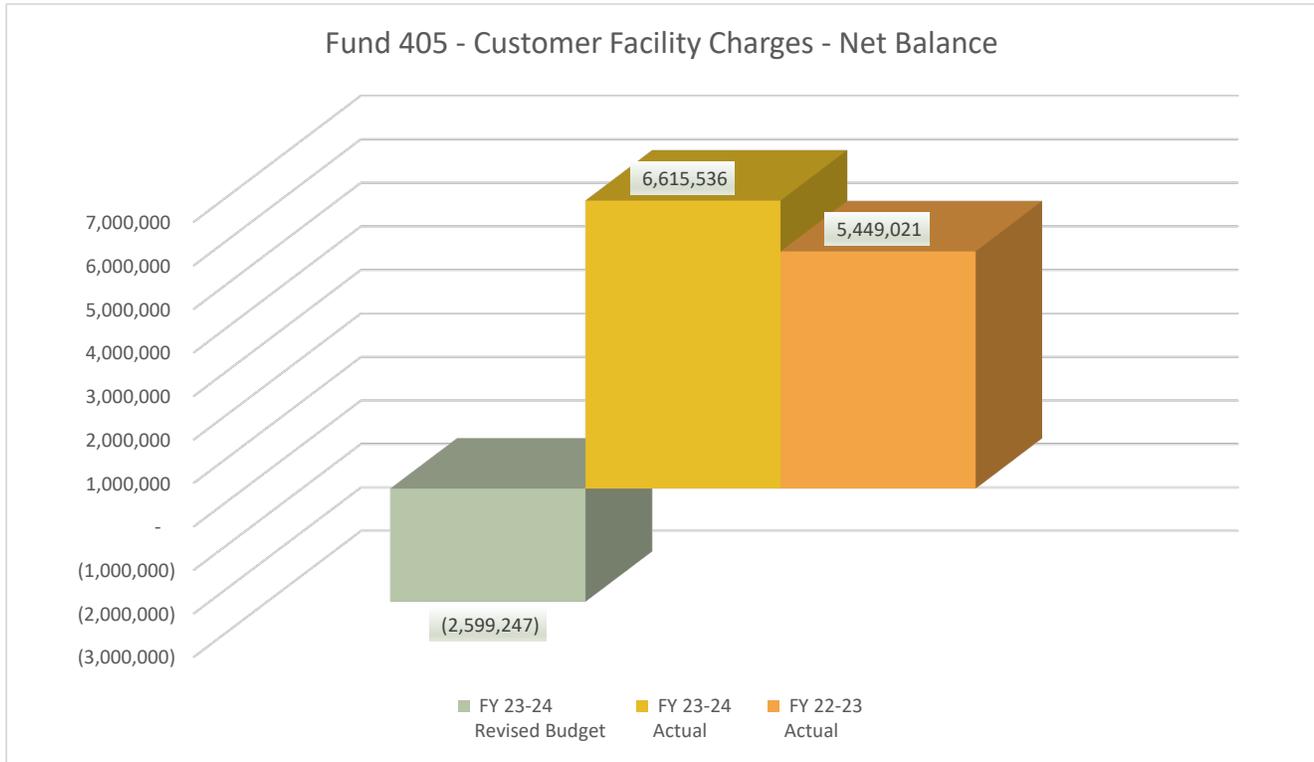
palm springs
INTERNATIONAL AIRPORT

PSP Concession Projected Opening Dates

ID	Task Name	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	
1																						
2	Hey Joshua									▶			★ 5/3									
3	Las Palmas Oasis									▶			★ 5/3									
4	Cactus to Clouds									▶			★ 6/7									
5	Las Casuelas & Coachella Valley Coffee									▶			★ 6/21									
6	InMotion												▶	★ 8/2								
7	Uptown Essentials									▶				★ 8/30								
8	The Pink Door								▶					★ 8/30								
9	Vino Volo														▶				★ 11/15			
10	Trio														▶				★ 11/22			
11	Coachella Duty Free Cart															▶				★ 12/20		
12	Half Moon Empanadas																			▶	★	

CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
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 Ending March 31, 2024

Fund 405 - Customer Facility Charges	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 22-23 vs FY 23-24 % Change
Operating Revenue	9,181,327	6,615,536	72%	5,449,021	21%
Operating Expenditures	11,780,574	-	0%	-	0%
Surplus / (Deficit)	(2,599,247)	6,615,536	-255%	5,449,021	-21%



Fund 405 is the airports fund for customer facility charges (CFC).

Revenues

CFC revenue is collected by the car rental concessionaires and remitted to the Airport according to state law to support the future consolidated rental car facility project. In March 2022, City Council approved a change in the collection methodology rate from \$10 per transaction to \$9 per day up to five days maximum.

YTD, revenues of \$6.6M represents 72% of the full year budget, reflecting seasonal nature of CFC revenues.

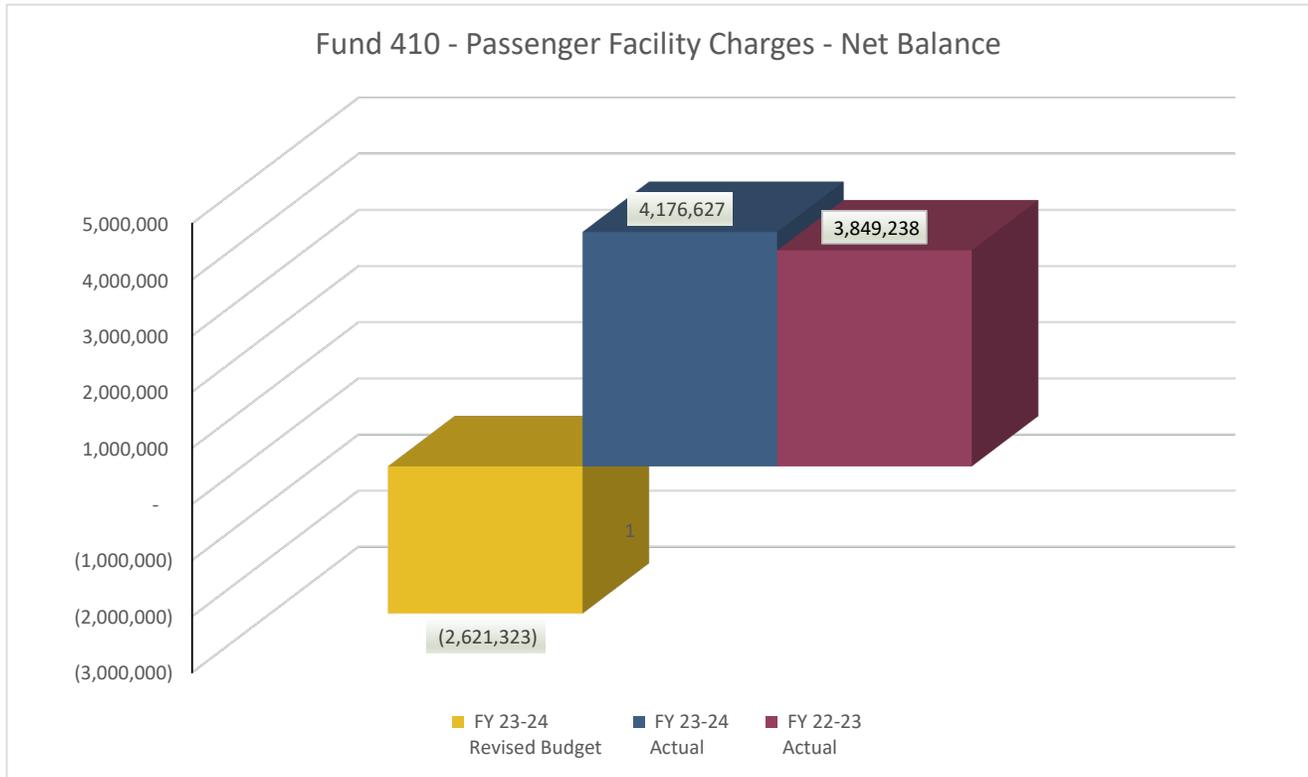
Expenditures

Budgeted CFC expenditures include the procurement of 8.06 acres of property south of Kirk Douglas Way for future CONRAC use as well as CONRAC design costs.

YTD, the airport has not spent any of the Fund 405 budgeted expenditures.

CITY OF PALM SPRINGS
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Fund 410 - Passenger Facility Charges	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 20-23 vs FY 21-24 % Change
Operating Revenue	6,450,776	4,516,918	70%	4,295,683	5%
Operating Expenditures	9,072,099	340,291	4%	446,445	-24%
Surplus / (Deficit)	(2,621,323)	4,176,627	-159%	3,849,238	9%



Fund 410 is the airports fund for passenger facility charges (PFC).

Revenues

The PFC, provides a source of additional capital to improve, expand, and repair the nation’s airport infrastructure. The FAA must approve any facility charges imposed on enplaning passengers. The PFC at PSP is \$4.50 and the maximum PFC charge on any one passenger travel ticket is capped at \$18.00.

Expenditures

On July 18, 2019, the City of Palm Springs issued 2019 Airport Passenger Facility Charge Revenue Bonds for \$22,270,000 to finance a portion of the design, acquisition, and construction of ticketing hall and baggage handling system improvements. Interest is payable semiannually on June 1, and December 1 of each year, commencing December 1, 2019, until maturity or earlier redemption. Fiscal year 2024 principal is \$1,690,000 and interest is \$807,000. Expenses to fund 410 include principal and interest and contractual services to the bond consultant.

YTD expenses of \$340,291 represents the interest payments for the 2019 bond.

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Fund 415 - Airport					
Operations & Maintenance	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 22-23 vs FY 23-24 % Change
Operating Revenue	64,090,869	31,225,766	49%	40,987,968	-24%
Operating Expenditures	51,371,103	22,853,986	44%	20,024,023	14%
Surplus / Deficit	12,719,766	8,371,780	66%	20,963,945	-60%

Fund 415 is the airports operation & maintenance fund which records for all the revenues and expenditures.

Revenues

Airport revenues included operating and non-operating revenues from airlines, fuel fees, terminal rentals, ground rentals, concessions, fines, parking, ground transportation, grant reimbursements, admission fees for the Palm Springs Air Museum and interest income.

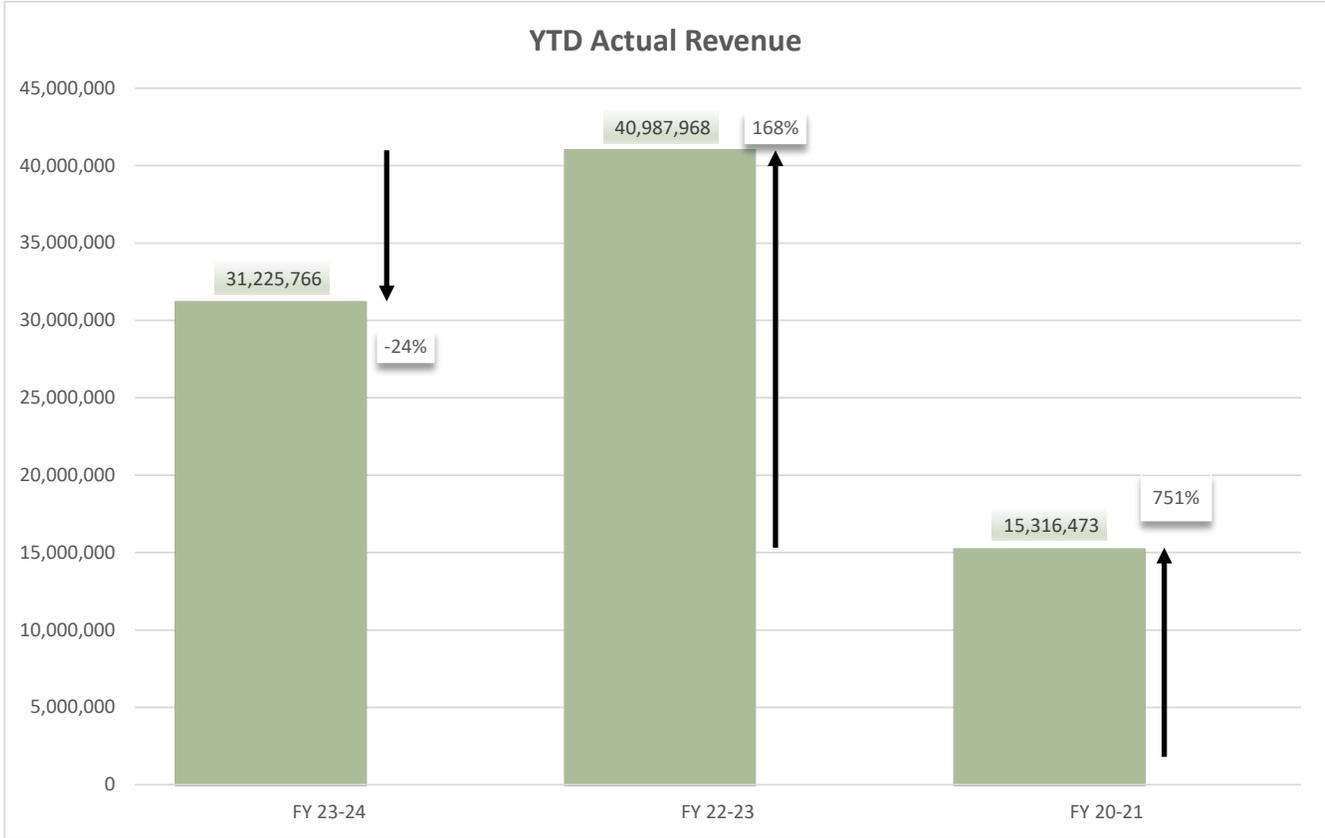
Expenditures

Airport expenditures consist of personnel, contractual services, safety and security (Aircraft Rescue and Fire Fighting (ARFF) and law enforcement), utilities, maintenance, supplies, operating equipment, insurance, employee development, equipment rentals and repairs.

CITY OF PALM SPRINGS
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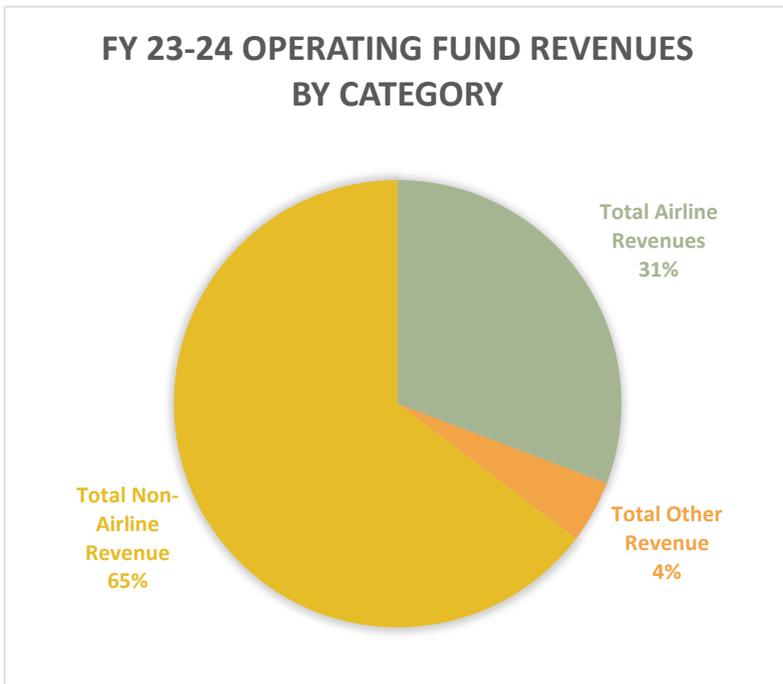
Fund 415 - Airport					
Operations & Maintenance	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 22-23 vs FY 23-24 % Change
Operating Revenue					
Airline Revenue					
Landing Fees	5,910,134	3,695,245	63%	2,382,609	55%
Landing Fee Surcharge	-	(93,778)	0%	1,408,495	-107%
Terminal Airline Space/Joint Use	9,467,216	3,900,982	41%	1,609,343	142%
Gate Per Use Fees	3,470,605	1,108,220	32%	948,970	17%
Passenger Loading Bridge Fee	1,255,064	420,277	33%	-	0%
Baggage Handling System Fees	897,000	587,219	65%	-	0%
Total Airline Revenues	21,000,019	9,618,165	46%	6,349,417	51%
Other Revenue					
CARES Act	-	-	0%	5,989,698	-100%
CRRSAA-Airport	4,783,916	1,408,292	29%	-	0%
CRRSAA-Concessions	280,390	-	0%	280,390	-100%
ARPA-Airport	1,481,290	-	0%	9,310,342	-100%
ARPA - Concessions	1,121,560	-	0%	(280,390)	-100%
Total Other Revenue	7,667,156	1,408,292	18%	15,300,040	-91%
Non-Airline Revenue					
General Aviation	406,000	245,333	60%	260,364	-6%
Non-Aeronautical Ground Rental	457,315	529,504	116%	317,424	67%
Aeronautical Ground Rental	1,247,329	932,533	75%	1,092,250	-15%
Parking	6,697,064	4,796,864	72%	4,695,941	2%
Airport Use Permits	53,263	91,777	172%	60,855	51%
Non-Airline Terminal Rent Fee	9,998,816	1,894,326	19%	1,587,381	19%
Rental Car - Overflow Parking	371,809	91,958	25%	141,634	-35%
Advertising	315,951	334,656	106%	327,782	2%
On Airport Rental Car	11,944,780	7,087,358	59%	8,029,941	-12%
Commercial Services Fees	1,099,000	803,957	73%	766,591	5%
Ground Transportation Fees	1,195,000	913,461	76%	765,457	19%
Customs	336,296	280,066	83%	279,591	0%
All Other Revenue	1,301,070	2,197,517	169%	1,013,299	117%
Total Non-Airline Revenue	35,423,694	20,199,309	57%	19,338,511	4%
Total Operating Revenues	64,090,869	31,225,766	49%	40,987,968	-24%

CITY OF PALM SPRINGS
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Note: FY22-23 had \$12M in revenues from one-time CARES & ARPA grant funds

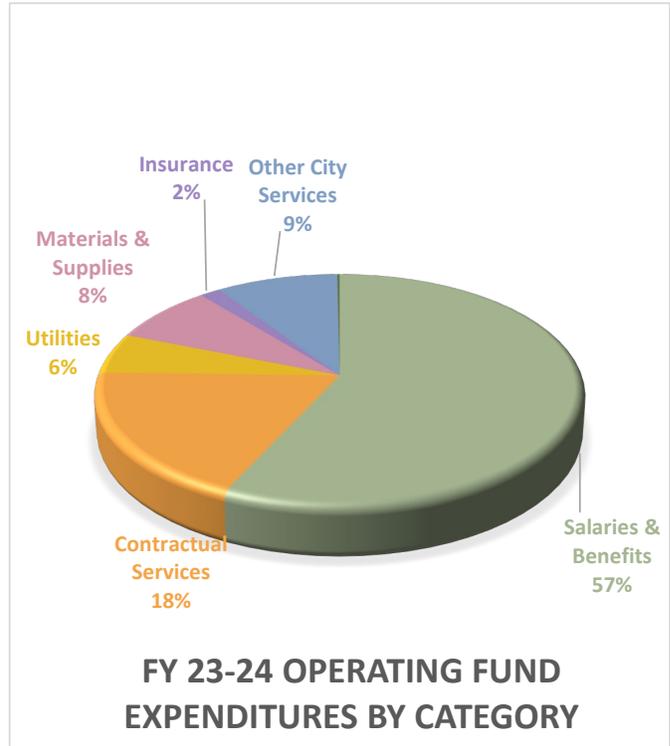
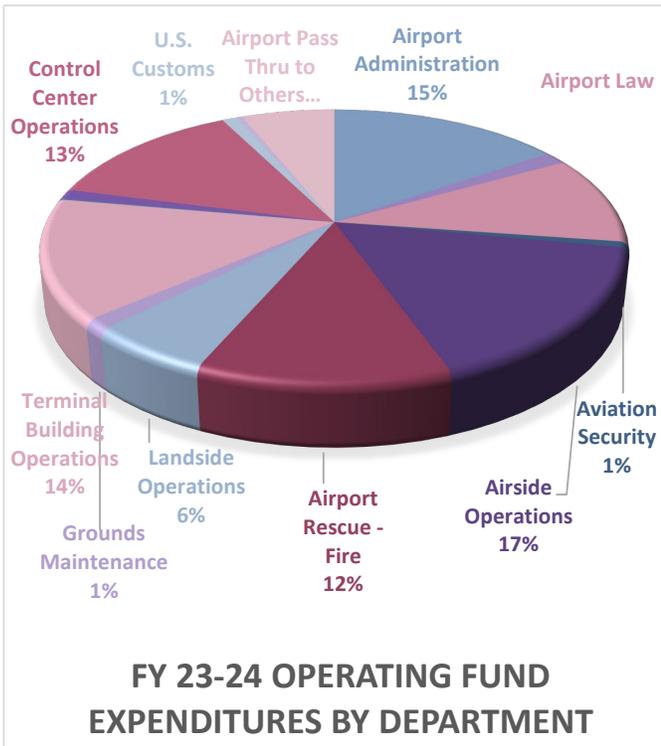
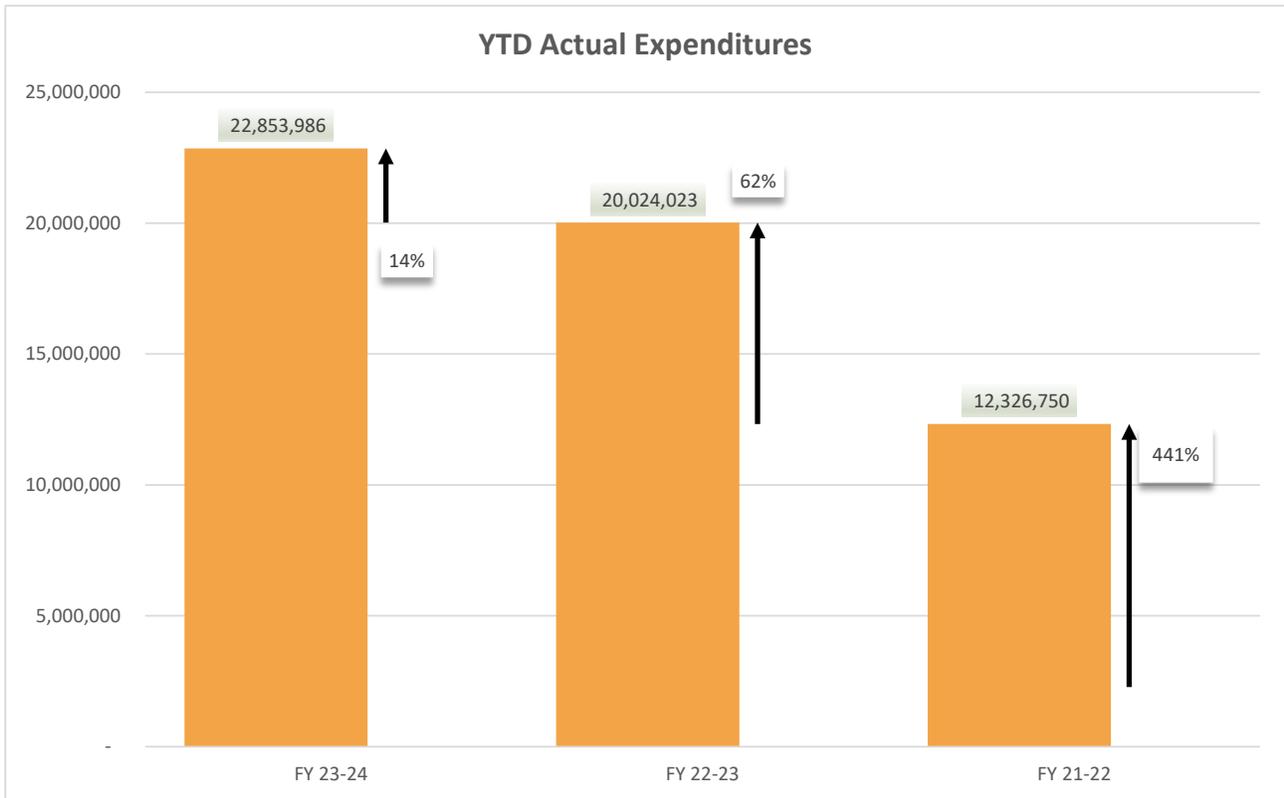
YTD actual revenue is \$9.7M below the prior year because the prior year YTD included: CARES ACT funding of \$6M and ARPA funding of \$6M that will not repeat in the current year. Adjusting for these two items, revenue is up 18% YTD over the prior



CITY OF PALM SPRINGS
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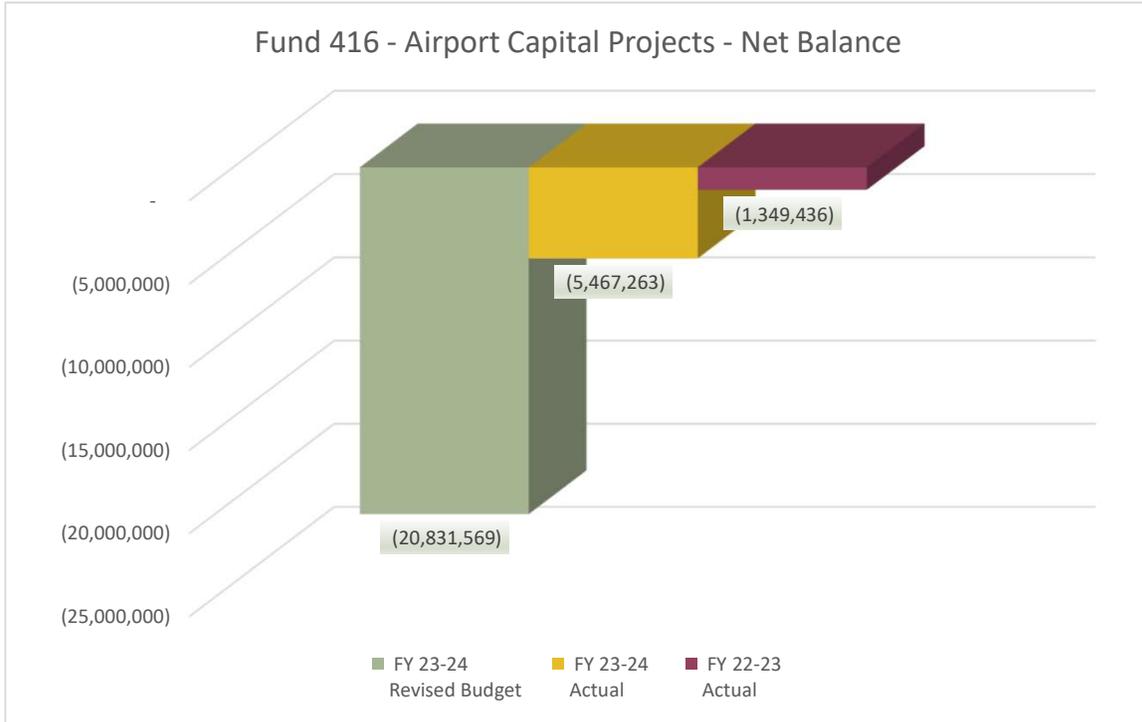
Fund 415 - Airport					
Operations & Maintenance	FY 23-24 Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 22-23 vs FY 23-24 % Change
Operating Expenditures					
Airport Administration	8,155,945	3,506,083	43%	4,063,101	-14%
Airport Information Technology	1,026,206	339,563	33%	27,568	
Airport Law Enforcement	3,130,981	2,394,846	76%	2,495,838	-4%
Aviation Security	1,936,264	154,043	8%	-	0%
Airside Operations	5,981,668	3,773,514	63%	346,032	991%
Airport Rescue - Fire	4,828,582	2,748,375	57%	2,935,449	-6%
Landside Operations	2,217,250	1,353,486	61%	1,198,597	13%
Grounds Maintenance	691,680	277,086	40%	452,820	-39%
Terminal Building Operations	8,270,483	3,236,166	39%	5,236,497	-38%
Passenger Boarding Bridges	120,000	31,024	26%	13,759	125%
Baggage Handling System	897,000	260,644	29%	263,016	-1%
Control Center Operations	4,169,247	3,071,521	74%	2,782,837	10%
U.S. Customs	336,436	220,182	65%	208,507	6%
Planning & Projects	723,776	91,110	13%	-	0%
Airport Pass Thru to Others	1,401,950	1,396,342	100%	-	0%
PERS Cost Recovery	500,000	-	0%	-	0%
Budget Transfer Out	6,983,634	-	0%	-	0%
Total Operating Expenditures	51,371,103	22,853,986	44%	20,024,023	-14%
Surplus / (Deficit)	12,719,766	8,371,780	66%	20,963,945	-60%

CITY OF PALM SPRINGS
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CITY OF PALM SPRINGS
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Fund 416 - Airport Capital Projects	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 20-23 vs FY 21-24 % Change
Operating Revenue	69,701,796	1,210,529	2%	2,568,491	-53%
Operating Expenditures	90,533,365	6,677,792	7%	3,917,926	70%
Surplus / (Deficit)	(20,831,569)	(5,467,263)	26%	(1,349,436)	305%



Fund 416 is the airports capital program

Revenues

Airport Improvement Program (AIP) grants are offered to PSP to provide funding assistance for eligible capital projects that meet the criteria of the federal program. Additional funding is being distributed through AIP grant program by the Bipartisan Infrastructure Law (BIL). These grants have a 9.34% local share and the remaining 90.66% are reimbursed by the FAA. Revenues in excess of the Airport Operations & Maintenance are transferred to fund 416 to cover capital projects.

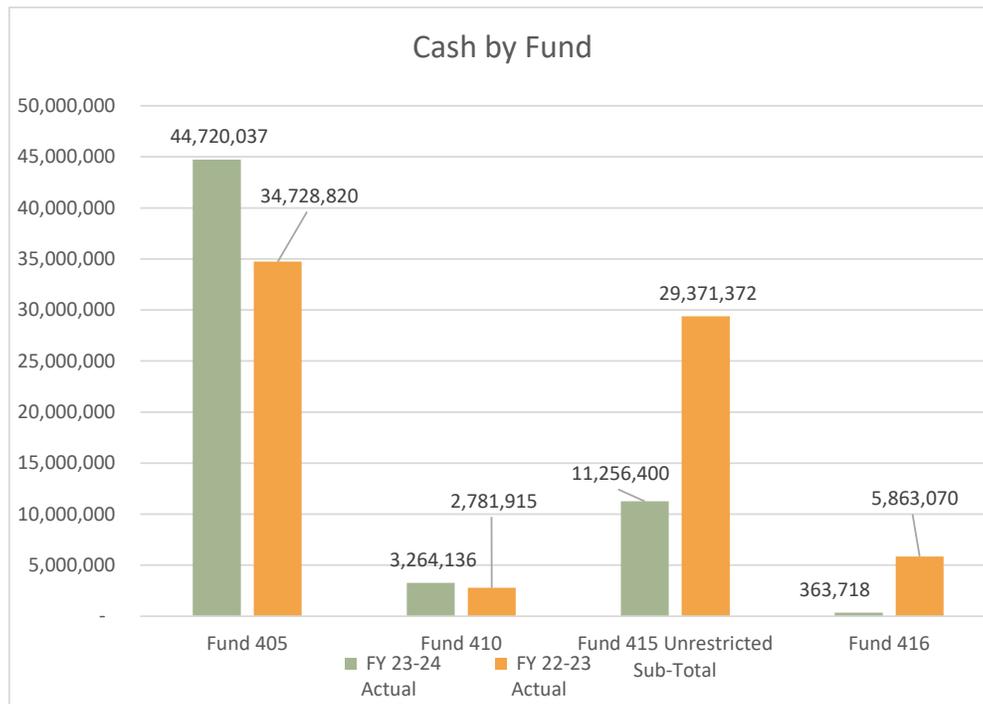
Expenditures

The airports Capital Improvement Program and Capital Outlay projects are shown on a separate sheet. Capital Outlay are capital projects that are under \$300,000. Under the new the AULA, the airlines will be charged amortization for certain capital projects to help recover its portion of funds used for capital assets. A capital expenditure is any single item that costs \$300,000 or more with a useful life in excess of three years, including planning studies, environmental studies, and environmental mitigation measures.

YTD there is a deficit of \$5.4M. At the end of the year, fund 415 will transfer the surplus to the capital account to fund the deficit. We expect revenue to be \$M below budget \$85M below budget due to the pus out of associated capital projects. The corresponding expenses for the pushed out projects will also be deferred to

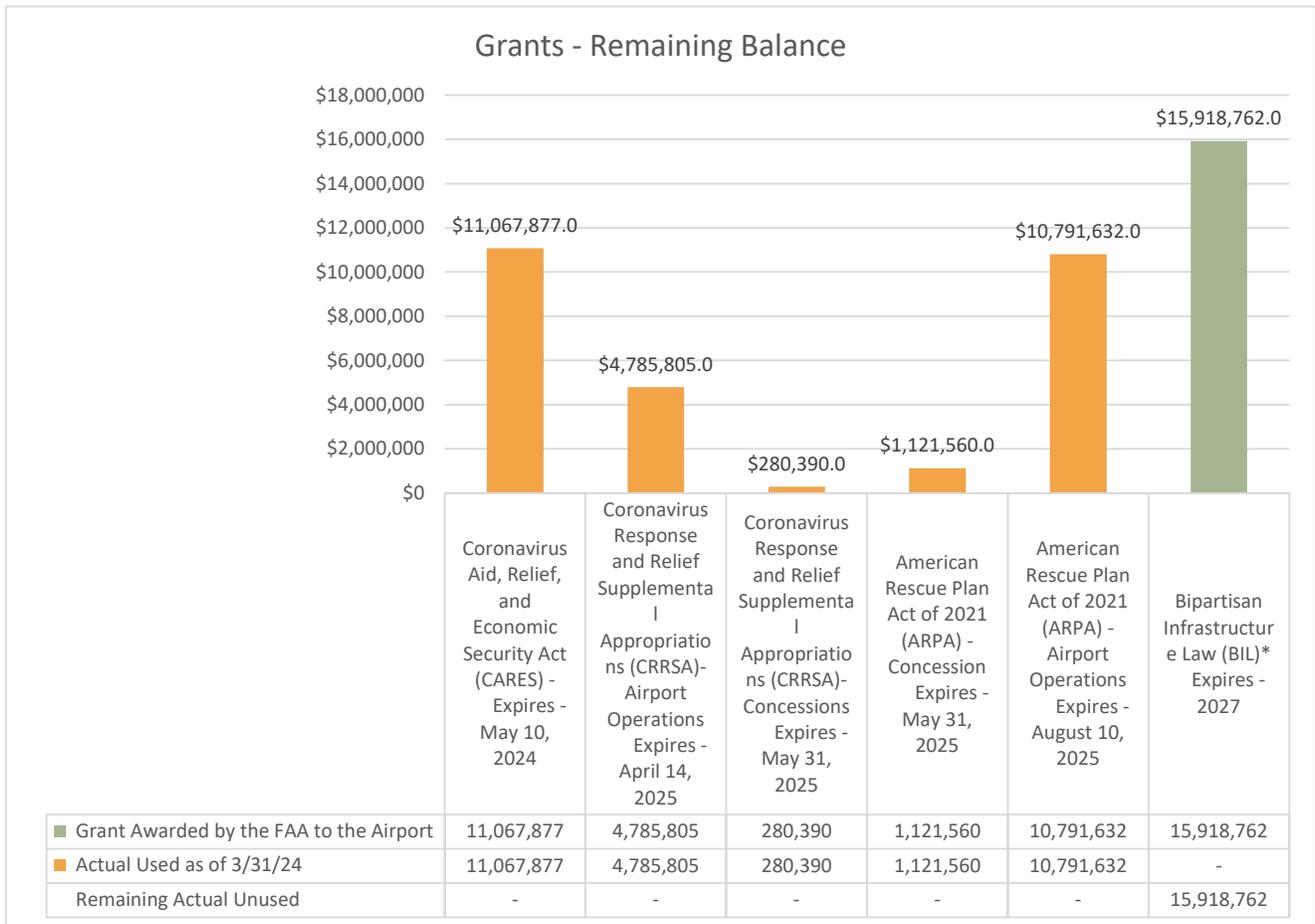
CITY OF PALM SPRINGS
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<u>Cash Summary</u>	FY 23-24 Actual	FY 22-23 Actual
Fund 405	44,720,037	34,728,820
Fund 410	3,264,136	2,781,915
Fund 415 Unrestricted Sub-Total	11,256,400	29,371,372
Fund 416	363,718	5,863,070



CITY OF PALM SPRINGS
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Grant Type Expiration Date	Grant		
	Awarded by the FAA to the Airport	Actual Used as of 3/31/24	Remaining Actual Unused
Coronavirus Aid, Relief, and Economic Security Act (CARES) - Expires - May 10, 2024	11,067,877	11,067,877	-
Coronavirus Response and Relief Supplemental Appropriations (CRRSA)- Airport Operations Expires - April 14, 2025	4,785,805	4,785,805	-
Coronavirus Response and Relief Supplemental Appropriations (CRRSA)- Concessions Expires - May 31, 2025	280,390	280,390	-
American Rescue Plan Act of 2021 (ARPA) - Concession Expires - May 31, 2025	1,121,560	1,121,560	-
American Rescue Plan Act of 2021 (ARPA) - Airport Operations Expires - August 10, 2025	10,791,632	10,791,632	-
Bipartisan Infrastructure Law (BIL)* Expires - 2027	15,918,762	-	15,918,762
Total Grants	43,966,026	28,047,264	15,918,762



Note: The BIL grant is allocated to the inbound baggage claim project

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NO. OF PROJECTS	PROJECT NAME	BUDGET FY 2021-2022	BUDGET FY 2022-2023	BUDGET FY 2023-2024	BUDGET FY 2024-2025	PRIOR EXPENSES	EXPENSES TO DATE	REMAINING	FUNDING SOURCE
1	PRIOR YEAR PROJECTS	29,205,802	-	-	-	-	-	29,205,802	
2	AIRFIELD 31L/13R REHABILITATION & AIRFIELD CONNECTOR - (DESIGN)	-	-	-	1,500,000	-	-	1,500,000	Airport / ACIP Grant
3	AIRFIELD W & A1 - (CONSTRUCT - PHASE 1)	-	-	-	6,500,000	-	-	6,500,000	Airport / ACIP / BIL-AIG Grant
4	AUTOMATED EXIT LANES	-	-	-	750,000	-	-	750,000	Airport
5	BHS - TERMINAL BUILDING EXPANSION (CONSTRUCT)	-	-	-	25,000,000	-	-	25,000,000	PFC
6	CARPET REPLACEMENT - MAIN TERMINAL LOBBY AND SECURITY CHECK POINT	-	-	400,000	-	-	-	400,000	Airport
7	CONSOLIDATED RENTAL CAR FACILITY (DESIGN)	-	-	-	2,500,000	-	-	2,500,000	CFC
8	CONVEYANCE REPLACEMENT	-	-	-	4,700,000	-	-	4,700,000	Airport / BIL-ATP Grant
9	ECONOMY LOT (CONSTRUCT) - PHASE 1	-	-	-	3,000,000	-	27,730	3,000,000	Airport
10	ECONOMY LOT (CONSTRUCT) - PHASE 2	-	-	-	3,000,000	-	-	3,000,000	Airport
11	FEDERAL INSPECTION STATION - (DESIGN) & NEW TERMINAL EXPANSION	-	-	-	19,000,000	-	105,000	19,000,000	Airport / BIL - Entitlement Grant
12	HVAC INFRASTRUCTURE REPLACEMENT	-	-	-	2,000,000	-	-	2,000,000	Airport / BIL-ATP Grant
13	LED RIBBON	-	-	-	-	-	-	(15,978)	Airport
14	LOT A (CONSTRUCT)	-	-	-	700,000	-	-	700,000	Airport
15	MAIN TERMINAL FAÇADE RESTORATION (DESIGN)	-	-	-	500,000	-	-	500,000	Airport
16	PAINT STRIPING TRUCK	-	-	1,000,000	-	-	-	1,000,000	Airport
17	PARKING REVENUE SYSTEM	-	-	500,000	-	-	-	500,000	Airport
18	PROCURE LANDSIDE VEHICLES	-	-	210,000	-	-	67,772	210,000	Airport / VALE/ZEV Grant
19	PROCURE TWO ZERO EMISSIONS BUSES	-	-	-	2,000,000	-	-	2,000,000	Airport / VALE/ZEV Grant
20	PROPERTY ACQUISITION	-	-	8,800,000	-	-	-	8,800,000	CFC
21	REMAIN OVER NIGHT (RON) PARKING SPACES	-	-	-	4,000,000	-	-	4,000,000	Airport / ACIP Grant
22	SHADE AREA - PHASE 1	-	-	236,000	-	-	55,717.62	236,000	Airport / VGPS Grant
23	SOLID SEPARATOR	-	-	100,000	-	-	-	100,000	Airport
24	TELEHANDLER/FORKLIFT	-	-	150,000	-	-	-	150,000	Airport
25	VERBIAGE MESSAGE SIGNAGE - DIGITAL	-	-	800,000	-	-	-	800,000	Airport
26	WI-FI CONSULTANT (DESIGN)	-	-	150,000	-	-	-	150,000	Airport
27	AIRCRAFT RESCUE & FIREFIGHTING TRUCK	-	-	-	1,500,000	1,127,610	1,127,610	1,500,000	Airport
28	AUTOMATED VEHICLE IDENTIFICATION	300,000	-	-	-	138,192	138,192	300,000	Airport
29	COMMON USE	225,860	2,777,514	-	-	1,322,121	1,493,566	3,386,352	Airport
30	EV CHARGER	-	-	300,000	-	295,708	295,708	300,000	Airport / ACIP
31	GATE STRIPING	-	-	599,900	-	599,900	599,900	599,900	Airport
32	HOT SPOT STUDY	-	-	181,320	-	53,283	53,283	181,320	ACIP
33	INBOUND BAGGAGE CLAIM	-	-	6,000,000	12,000,000	326,915	406,339	18,006,261	Airport / BIL - ATP Grant
34	MASTER PLAN	-	-	2,275,816	-	680,937	781,056	2,312,522	ACIP
35	OUTBOUND BAGGAGE HANDLING SYSTEM	-	-	20,000,000	10,000,000	540,106	540,106	30,106,656	Airport / ACIP / PFC
36	PUBLIC PARKING PAVING	-	-	2,400,000	-	1,523	1,523	2,400,000	Airport
37	PUBLIC RESTROOMS	-	-	10,000,000	-	29,028	39,080	10,006,261	Airport / BIL - ATP Grant
38	TAXIWAY REHABILITATION W & A1	-	-	571,158	-	53,394	78,063	571,158	ACIP
39	WIFI WIRELESS EQUIPMENT	-	-	500,000	-	5,474	5,474	801,074	Airport
40	WILDLIFE HAZARD ASSESSEMENT	-	-	126,924	-	15,044	13,641	154,840	ACIP
	TOTAL	29,731,661	2,777,514	60,300,006	100,150,000	10,378,470	11,018,998	164,605,253	



A Department of the City of Palm Springs

Palm Springs International Airport
3400 E. Tahquitz Canyon Way, Suite 1
Palm Springs, CA 92262-6966

flypsp.com
T: (760) 318-3800

DATE: April 17, 2024
TO: Chairman Dada and Airport Commissioners
FROM: Harry Barrett, Jr., Airport Executive Director
SUBJECT: Projects and Airport Capital Improvement Update

Capital Projects

Employee and Economy Parking Lots & Commercial Transit reconfiguration (updated March 18, 2023)

Background: This project aims to complete three objectives; 1) design and build a new employee parking lot west of the airport at El Cielo and Baristo; 2) convert the current overflow and employee lots to economy lots; and 3) make changes to commercial ground transportation staging areas. PSP's focus is on incorporating and improving technology thru these designs by introducing a new Parking and Revenue Control System, adding EV charging, and upgrading fiber capability to accommodate security improvements. Staff has been working thru state and federal programs to procure EV charging capability.

Status: In process. The airport has given direction to the consulting firm C and S to conduct a Project Definition Report with the aim of better defining scope and costs for construction. The airport has directed C and S to focus on Lot A, as well as the site at the corner of El Cielo and Baristo which is anticipated to be the future Employee Parking Lot. Airport staff have asked C and S to delay most study and analysis related to the current overflow lot at the south end of the airport until such time as there is a City Council approved terminal development alternative selected. Airport staff have been monitoring activities surrounding surface transportation and parking daily to assess the best way to optimize operations until long-term capital programs can be implemented. Staff has determined that the level of demand on the access road and the demand for rental car space, coupled with future plans for bag claim expansion will require immediate intervention to ensure continuity of operations. Airport staff has two options to re-purpose what is currently parking Lot A.

Option 1 includes converting Lot A to a rental car "ready lot", which would have the effect of displacing paid parking at the north end of the terminal to the overflow lot. This plan would immediately address space constraints with the rental car companies when they are operating at their peak, however this plan would not abate congestion with Ground Transportation and therefore the access road in front of terminal would still experience substantial congestion.

Option 2 includes converting Lot A to a Ground Transportation lot for Limos and Shuttles, Taxis and Uber/Lyft. This plan would relieve congestion on the loop road by enabling the airport to create an

arrivals lane and a departures lane which would disperse traffic in front of the terminal. In the Option 2 scenario, the airport proposes relocating either the rental car “ready lot” or rental car returns to a temporary facility in the overflow lot, which would have the effect of easing congestion in and around the terminal.

Both plans would require a dedicated shuttle operation. Airport staff intends to implement operational mitigations over the summer and provide direction to C and S on which scenario to implement design for. Staff seeks feedback from the Airport Commission ahead of providing direction and implementing operational measures.

Airport Master Plan (Updated April 11, 2024)

Background: This project is a 30-month comprehensive study to plan and develop capital program requirements thru the year 2045. The study is scoped to be sustainable, and incorporates future goals related to terminal complex, landside access and parking, and airside improvements for future generation aircraft.

Status: In process. On September 18th, the Federal Aviation Administration provided an approval of PSP’s Aviation Forecasts thru the year 2043. At the December 20, 2023 meeting the Commission voted to recommend to the City Council alternative 1A with a vote of twelve (12) for the motion and four (4) against. The City Council considered the terminal development alternatives at the January 25th Council meeting and provided staff with direction to conduct a traffic analysis of the current proposed location of the consolidated rental car facility and to bring back recommendations for alternate site location the facility in a future meeting. The Council voted 5-0 to approve alternative 1A with the exception of the location of the rental car facility. Mead and Hunt has completed their traffic study analysis with a plan to bring the recommendation back to the Council with a preferred airside alternative on May 9th.

Terminal Common Use (Updated April 11, 2024)

Background: This project is to install Common Use Passenger Processing System (CUPPS) at each of the 18 boarding gates and at the non-signatory airline ticket counters. This includes renovations to the Bono Concourse which involve replacement of customer service podiums, lighting and signage upgrades and carpet replacement for both concourses.

Status: Project Closeout. Invitation For Bid #21-28 was issued on February 15th for construction of Bono concourse podiums and the renovation of the concourse. The City Council approved a contract with the most qualified firm (CalTec) on May 11, 2023. As of April 10th, the project is nearly complete with all gates having been switched to Common Use Passenger Processing and with the Bono concourse remodeled. Airport Staff and Gensler are in the process of conducting an inspection of work for the renovation to address any outstanding punch list items. Airport staff and IT are working with Amadeus to address and resolve items related to the Common Use software performance.

Restroom Renovations (updated April 11, 2024)

Background: City Council approved Airport staff to design and renovate all public restrooms airport wide in the FY 2023 budget. This would include demolition and replacement of all flooring and fixtures,

upgrades to ventilation and lighting systems, and conversion of some restrooms to gender neutral facilities.

Status: In progress – Design. Airport staff provided Gensler with Notice to Proceed with a project definition report for design and renovation of restrooms at the Bono concourse and in the courtyard areas while a decision and approval of a terminal development alternative is pending. These areas will be considered Phase I of the project. Gensler has held two stakeholder feedback meetings to date, the first which included airport staff, the second which included various external stakeholders representing the airport commission, modernism and historic preservation communities, tourism organizations and City government. These meetings are intended to incorporate user preferences and ideas into their design process. Gensler is starting conceptual design work which is anticipated to take up to two months.

Outbound Baggage Handling System Replacement: (Updated March 13, 2023)

Background: This project is intended to modify or replace the current outbound baggage handling system with a new inline baggage handling system to improve capacity and process efficiency, implement additional technology for bag tracking, reduce or eliminate single points of failure, and improve ergonomics.

Status: In process - design: City Council approved the selection of AECOM for inline outbound baggage handling system design services. AECOM is underway on design with expected 30% designs in late October. Airport staff and AECOM have held a number of meetings with TSA and FAA stakeholders to review initial concepts and seek input. Airport staff have met with airline stakeholders to garner feedback on initial design concepts. AECOM continues to hold ongoing meetings with airline affairs reps and TSA engineers to design the system and facility. Airport staff directed AECOM to incorporate the City's approved master plan terminal development alternative into design and AECOM has been responsive to that request. The timing of federal funding suggests that PSP will target CY 2025 for construction.

Taxiway W and A1 Rehabilitation (updated April 11, 2024)

Background: This is an Airport Improvement Program (AIP) funded project to design and rehabilitate the Airport's primary commercial taxiway under the Pavement Management Program.

Status: In Design. The airport's on-call engineering firm RS&H completed surveying and destructive testing of the pavement to determine the project approach for rehabilitation. Design is 100% complete and has been reviewed by the Department of the City Engineer and by the FAA. PSP solicited this project for bid in March and received multiple competitive bids. The bid process was solicited contingent on FAA grant funding. PSP is requesting AIP discretionary funding which, if successful, would enable this project to move forward for construction in CY 2024.

Baggage Claim Expansion and Renovation (Updated April 11, 2024):

Background: This project was previously identified on the airport's Capital Improvement Program (CIP) list for start in FY 2025.

Status: Delayed - design. In the Fall of 2022, Airport staff applied for a nation-wide competitive grant under the Airports Terminal Program (ATP) under the 2021 Bipartisan Infrastructure Law. Airport staff

was notified on February 27th that PSP had been awarded a \$5.7M grant to partially fund expansion of baggage claim. Airport staff has determined that a Construction Manager at Risk (CMAR) project delivery methodology is appropriate for this project and Request for Proposal #34-23 was advertised. A contract award for Construction Manager at Risk to Skanska was approved by the City Council in July 2023 with a project budget of \$27M.

This project remains in environmental review. Airport staff is following up continuously with the FAA but at this time there is no indication on when the environmental review process will be completed. The Federal Aviation Administration notified airport staff in February that as a result of the Wexler terminal being listed on the National Register of Historic Places, the baggage claim project is subject to additional environmental review processes that would delay an environmental determination. As a result, the \$5.7 million grant announced to PSP in February of last year for the bag claim expansion was clawed back and reallocated to another airport. PSP is eligible to apply for future competitive grants, however future competitive grants are not guaranteed. Airport staff have decided to continue with the project design and construction and will evaluate the timing of future projects on the airport's capital program to ensure the bag claim project can be funded to 100%.

Sterile Area Shade Structures (updated January 11, 2024)

Background: This project aims to add shade structures post security to encourage broader use of the Airport during summer months. This project is partially funded through a grant facilitated by Visit Greater Palm Springs.

Status: Design. The concept design of the sterile area shade structures was completed, and airport staff sought permits for construction in August. As a result of the Wexler Terminal being listed on the Federal Historic Preservation Register, the structures were subject to additional approvals and vetting before permits can be secured. A 100 percent design schedule was provided to airport staff for permitting and other relevant approvals. Anticipated construction and installation of structures is anticipated for late May/early June 2024.

Public Parking Electrification – Lot D (Updated April 11, 2024)

Background: Airport staff applied for the Southern California Edison electric vehicle charging infrastructure rebate program in the winter of 2022. The program is designed to provide no-cost infrastructure to enable Level 2 electric vehicle charging with the caveat that sponsors self-procure level 2 chargers.

Status: PSP was approved for expansion of electric infrastructure under the SCE rebate program. Request for Proposal #04-23 was issued on June 1st, 2023 for procurement of 40 level two chargers to serve 80 parking positions. Airport staff have ordered the Level 2 chargers which are set to arrive by the end of October. Staff is preparing a Request for Proposal to install the chargers once the infrastructure work has been completed by SCE. Airport staff is developing costs recovery rate and fee plans for EV charging spaces and anticipates bringing proposals to the finance committee in the winter of 2023. SCE has advised airport staff to expect infrastructure work to feed the chargers to be completed by November 2024.

Program Updates

Feasibility Study for Federal Inspection Station (International Air Service) (Updated April 11, 2024)

Background: This two-phased study (partially funded by Visit Greater Palm Springs) seeks to analyze how small and medium hub airports have successfully constructed an FIS and expanded international routes to their facilities, and subsequently develop a business plan for expansion of Customs and Border Protection Services for commercial flights at PSP.

Status: In Process – Phase II; Airport staff gave InterVISTAS Notice to Proceed on Phase II of the study which involves a PSP-specific FIS plan on October 4, 2023. InterVISTAS has substantially completed the market demand analysis and the economic impact analysis of the study. Airport staff met with InterVISTAS to discuss the status of the study and to provide direction as required. InterVISTAS is now working with the airport’s master plan consultant to coordinate on facility site selection and environmental review. Airport staff provided InterVISTAS with an amended scope of work to proceed with inter-governmental coordination and federal advocacy consulting related to securing CBP labor and equipment resources to staff and operate an FIS. Given the City Council’s approval of a preferred terminal development alternative, InterVISTAS has asked the airport to provide direction on whether to prioritize a temporary facility or permanent development which will help inform their remaining work. Airport staff advised InterVISTAS that direction would be given after City Council approved a permanent location for the Consolidated Rental Car facility.



A Department of the City of Palm Springs

Palm Springs International Airport
3400 E. Tahquitz Canyon Way, Suite 1
Palm Springs, CA 92262-6966

flysp.com
T: (760) 318-3800

DATE: April 17, 2024
TO: Chairman Dada and Airport Commissioners
FROM: Harry Barrett, Jr., Airport Executive Director
SUBJECT: Executive Director Report

Emerging Developments

Legislative Report – Appropriations (Updated April 15, 2024)

Background: Congressional FY 24 Spending Bill and FY 25 Appropriations

Report: Congress has approved FY 24 spending bills which excluded TSA reimbursement for Law Enforcement Officers and for canine reimbursements. House and Senate Appropriations Committees have started holding hearings for FY 25 Appropriations, spending decisions are expected to be enacted into law in early calendar year 2025. FY 25 appropriations are not anticipated to include funding for either of these programmatic requests and PSP is actively advocating for Congress to reestablish those items in future appropriations. Both programs were governed by Other Transaction Agreements (OTA). PSP staff is assessing how this will impact both the airport budget as well as labor power and shift coverage. TSA was able to secure increased funding for Transportation Security Officers thru the spending bills and have updated their allocation plans. PSP is awaiting additional information on whether TSO staffing will be increased locally as a result.

Legislative Report – FAA Update DBE/ACDBE Final Rule (Updated April 15, 2024)

Background: As part of federal grant obligations, airports are required to administer DBE and ACDBE programs in accordance with regulations outlined in 49 C.F.R. Parts 23 and 26. In July 2022, DOT released its proposed rule, which proposed a wide range of changes to both programs. This initiative is part of the Biden Administration's broader effort to advance equity and expand opportunities for DBE firms in government funding programs.

Report: On April 9, 2024, the Department of Transportation issued a final rule that has implications for airports. The final rule raises the net worth cap to account for inflation and rising costs, as well as establishes a process for allowing interstate certification of prospective DBE firms through automatic reciprocity. However, the rule also contains a series of new requirements, such as expanded data collection and reporting responsibilities and the promotion of small business participation in ACDBE programs. PSP will be updating its DBE/ACDBE plans to bring them into conformity with the new rule.

Airport Reorganization – New FTEs (Updated April 11, 2024)

Background: The PS City Council adopted the FY 2024 and FY 2025 budgets on June 29th, which included the Airport's request for an additional 49 Full Time Equivalent positions. These positions included augmentation of current classifications to support growth, as well as new classifications to better align resources with airport needs.

Report: Airport staff and Human Resources (HR) have been coordinating on hiring priorities. Airport staff continues to recruit for the Deputy Director of Planning & Engineering. This position has been difficult to fill with candidates citing compensation as a critical barrier. Airport staff also continues to recruit for Executive Program Administrator (originally Commercial Properties Spec) and Project Manager. Airport staff have hired and are onboarding two Maintenance Coordinators and five Custodians and are in the process of interviewing to fill four Operations Specialist positions.

Commissioner request for agenda item to update on Persons without Legitimate Business & Unhoused Population (Updated April 11, 2024)

Background: Airport staff received a Commissioner request for ongoing updates surrounding the unhoused population at the Airport. The Airport has experienced an increase in persons without legitimate business within the terminal area, including unhoused persons living on the Airport campus and populating the terminal.

Report: Airport staff and the Police Department began enforcement of the Legitimate Business ordinance at midnight on March 12th, 2023. There was an immediate and noticeable decline in persons without legitimate business and unhoused individuals occupying the Airport property upon enforcement. Since the Navigation Center began conducting intake operations, the Airport Police Bureau has indicated that their team has seen an increase of unhoused individuals loitering on airport grounds both inside and outside of the terminal. PD reports up to 35 interactions, however all have been non-confrontational, and individuals have generally complied with officer requests to relocated.

CVEP Accelerator Leases (Updated March 13, 2024)

Background: In 2017, the previous City administration negotiated a management agreement with the Coachella Valley Economic Partnership (CVEP) to sublease and manage buildings and land on airport property at the corner of North Civic Drive and East Alejo Road. CVEP recently amended their agreement with the City to exclude Airport property and transfer leases back to PSP staff to manage.

Report: New month-to-month leases are in the process of being drafted and current occupants are being notified of the change in landlord. Airport staff have had these properties inspected for life safety issues and it has been determined that these facilities are fit for temporary occupancy. An appraisal report has been completed and provided to the airport for rent adjustment to Fair Market Value. Tenants are being notified of new lease terms and are being advised that month-to-month leases are being executed with a hard termination date of January 2026. This area is subject to future land use restrictions due to changes to the Airport Layout Plan which is expected to be approved for the FAA in Q4 2024.

ITEM 11.A - PAST CITY COUNCIL ACTIONS

Airport Commission Meeting of April 17, 2024

City Council Meeting of March 14, 2024:

1. CONSENT CALENDAR

SUBJECT

APPROVE CONTRACT SERVICES AGREEMENT NO. 24S046 WITH ARCONAS INC. FOR THE PURCHASE AND INSTALLATION OF PASSENGER SEATING AT THE PALM SPRINGS INTERNATIONAL AIRPORT

RECOMMENDATION:

1. Approve Contract Services Agreement No. 24S046 with Arconas Inc. for the purchase and installation of passenger seating at the Palm Springs International Airport in an amount not to exceed \$232,846.71 for a one-year term.
2. Authorize the City Manager or designee to execute all necessary documents.

Attachments

[Item 1I](#)

3. BUSINESS & LEGISLATIVE

SUBJECT

FISCAL YEAR 2022-2023 FINANCIAL AUDIT REPORTS OF THE CITY OF PALM SPRINGS

RECOMMENDATION(S):

Receive and file the following Financial Audit Reports for fiscal year June 20, 2022:

- Annual Comprehensive Financial Report (ACFR)
- Audit Communication Letter to the City Council
- Passenger Facility Charge (PFC) Report
- Housing Successor Audit Communication letter to the City Council
- Public Financing Authority Financial Statements
- Independent Accountant's Agreed Upon Procedures to Appropriations (GANN)
- Measure D Independent Accountant's Agreed Upon Procedures
- Measure A Independent Accountant's Agreed Upon Procedures (Conrad CPA Firm)

Attachments

[Item 3A](#)

City Council Meeting of March 28, 2024:

1. CONSENT CALENDAR

SUBJECT

APPROVAL OF AMENDMENT NO. 1 TO CONTRACT SERVICES AGREEMENT 23P041, THE COMMUNITY WORKFORCE ADMINISTRATION SERVICES AGREEMENT WITH TSG ENTERPRISES, INC. DBA THE SOLIS GROUP

RECOMMENDATION:

1. Approve Amendment No. 1 to Contract Services Agreement 23P041, a four-year service agreement with TSG Enterprises, Inc. dba The Solis Group, increasing the contract amount by \$300,000 to a maximum amount not to exceed \$500,000 for administration of the City's Community Workforce Agreement.
2. Authorize the City Manager or designee to execute the agreement.

Attachments

[Item 1E](#)

SUBJECT

AUTHORIZE THE PURCHASE OF ONE (1) NEW CATERPILLAR, MODEL C7.1 GC, EPA TIER 3 STATIONARY EMERGENCY DIESEL GENERATOR SET, IN AN AMOUNT NOT TO EXCEED \$125,824.78

RECOMMENDATION:

1. Approve the issuance of a purchase order to Quinn Company for the purchase of one new Caterpillar, Model C7.1 GC, EPA Tier 3, Stationary Emergency Diesel Generator set in an amount not to exceed \$125,824.78, inclusive of sales tax and a 10% contingency;
2. Authorize the City Manager or designee to execute all necessary documents.

Attachments

[Item 1G](#)

SUBJECT

RESOLUTION ADOPTING THE RIVERSIDE COUNTY OPERATIONAL AREA MULTI-JURISDICTIONAL LOCAL HAZARD MITIGATION PLAN

RECOMMENDATION:

Adopt a Resolution entitled, "A RESOLUTION OF THE CITY OF PALM SPRINGS, CALIFORNIA, ADOPTING THE PALM SPRINGS LOCAL HAZARD MITIGATION PLAN ANNEX TO THE RIVERSIDE COUNTY OPERATIONAL AREA MULTI-JURISDICTIONAL LOCAL HAZARD MITIGATION PLAN AS REQUIRED BY THE FEDERAL DISASTER MITIGATION PLAN AS REQUIRED BY THE FEDERAL DISASTER MITIGATION AND COST RECOVERY ACT OF 2000."

Attachments

[Item 1H](#)

SUBJECT

APPROVE CONTRACT SERVICES AGREEMENT NO. 24P041 WITH SDI PRESENCE, LLC FOR PREPARATION OF INFORMATION TECHNOLOGY STRATEGIC PLAN

RECOMMENDATION:

1. Approve Contract Services Agreement No. 24P041 (Attachment A) with SDI Presence, LLC to prepare an Information Technology Strategic Plan for a one-year term in an amount not to exceed \$125,120 beginning April 1, 2024 through March 31, 2025; and
2. Authorize the City Manager or designee to execute all necessary documents.

Attachments

[Item 1K](#)

City Council Meeting of March 28, 2024:

1. CONSENT CALENDAR

SUBJECT

INTRODUCE AN ORDINANCE AMENDING SECTION 16.37.005 OF THE PALM SPRINGS MUNICIPAL CODE RELATING TO THE SIGNAGE REGARDING REGULATORY MEASURES APPLICABLE TO TRANSPORTATION NETWORK COMPANIES

RECOMMENDATION:

Waive the reading of the ordinance text in its entirety, read by title only, and introduce an Ordinance entitled, "AN ORDINANCE OF THE CITY OF PALM SPRINGS, CALIFORNIA, AMENDING SECTION 16.37.005 OF THE PALM SPRINGS MUNICIPAL CODE RELATING TO SIGNAGE REGARDING REGULATORY MEASURES APPLICABLE TO TRANSPORTATION NETWORK COMPANIES."

Attachments

[Item 1H](#)

Attac

ITEM 11.B - FUTURE CITY COUNCIL ACTIONS

Airport Commission Meeting of April 17, 2024

April 25, 2024

- Second Reading and Adoption of Ordinance No. 2096 Amending Section 16.37.005 of the Palm Springs Municipal Code Relating to the Signage Regarding Regulatory Measures Applicable to Transportation Network Companies

May 9, 2024

- Airport Master Plan Airside and Landside Conceptual Development Plan

Palm Springs International Airport

MONTHLY PASSENGER ACTIVITY REPORT - 2024									
	Enplaned			Deplaned			Total Passengers		
	2024	2023	% Change	2024	2023	% Change	2024	2023	% Change
January	167,926	169,746	-1.1%	168,852	171,910	-1.8%	336,778	341,656	-1.4%
February	186,052	184,973	0.6%	196,544	188,877	4.1%	382,596	373,850	2.3%
March	244,619	223,314	9.5%	234,499	226,832	3.4%	479,118	450,146	6.4%
April		200,753	-100.0%		178,600	-100.0%	-	379,353	-100.0%
May		129,695	-100.0%		116,491	-100.0%	-	246,186	-100.0%
June		71,635	-100.0%		66,826	-100.0%	-	138,461	-100.0%
July		63,647	-100.0%		60,689	-100.0%	-	124,336	-100.0%
August		59,309	-100.0%		59,947	-100.0%	-	119,256	-100.0%
September		73,813	-100.0%		77,748	-100.0%	-	151,561	-100.0%
October		126,702	-100.0%		133,106	-100.0%	-	259,808	-100.0%
November		162,180	-100.0%		165,290	-100.0%	-	327,470	-100.0%
December		158,245	-100.0%		166,997	-100.0%	-	325,242	-100.0%
Year to Date	598,597	1,624,012	3.6%	599,895	1,613,313	2.1%	1,198,492	3,237,325	2.8%

Palm Springs International Airport

Best Month Comparison						
ENPLANEMENTS						
	2020	2021	2022	2023	2024	Vs Best Mo
Jan	136,157	39,614	118,204	169,746	167,926	-1.1%
Feb	156,909	57,530	142,206	184,973	186,052	0.6%
Mar	113,166	107,577	202,993	223,314	244,619	9.5%
Apr	5,811	111,376	185,946	200,753		-100.0%
May	10,751	92,820	123,736	129,695		-100.0%
Jun	14,827	66,885	73,861	71,635		-100.0%
Jul	17,231	65,869	68,071	63,647		-100.0%
Aug	18,389	58,793	65,368	59,309		-100.0%
Sep	23,087	65,682	79,599	73,813		-100.0%
Oct	41,597	108,923	120,659	126,702		-100.0%
Nov	52,874	135,677	160,129	162,180		-100.0%
Dec	41,517	136,897	159,846	158,245		-100.0%
TOTAL	632,316	1,047,643	1,500,618	1,624,012	598,597	
% Chg.	-50.89%	65.68%	43.24%	8.22%		
TOTAL PASSENGERS						
	2020	2021	2022	2023	2024	Vs Best Mo
Jan	276,099	79,082	237,388	341,656	336,778	-1.4%
Feb	320,906	120,657	292,336	373,850	382,596	2.3%
Mar	198,850	214,477	403,883	450,146	479,118	6.4%
Apr	10,082	215,777	358,115	379,353		-100.0%
May	19,154	174,535	233,239	246,186		-100.0%
Jun	28,748	129,872	142,524	138,461		-100.0%
Jul	33,776	129,463	133,664	124,336		-100.0%
Aug	36,482	117,952	129,952	119,256		-100.0%
Sep	47,915	136,666	162,834	151,561		-100.0%
Oct	88,777	225,991	247,457	259,808		-100.0%
Nov	108,043	271,944	319,237	327,470		-100.0%
Dec	83,262	276,527	321,215	325,242		-100.0%
TOTAL	1,252,094	2,092,943	2,981,844	3,237,325	1,198,492	
% Chg.	51.17%	67.16%	42.47%	8.57%		

Palm Springs International Airport

ACTIVITY BY AIRLINE										
MARCH 2024										
AIRLINES	Enplaned			Deplaned			Total			(E & D)
	2024	2023	% Change	2024	2023	% Change	2024	2023	% Change	Market Share
Air Canada	8,366	6,041	38.5%	7,397	6,073	21.8%	15,763	12,114	30.1%	3.3%
Alaska	43,343	40,781	6.3%	44,485	42,652	4.3%	87,828	83,433	5.3%	18.3%
American	34,401	30,378	13.2%	32,174	29,579	8.8%	66,575	59,957	11.0%	13.9%
Avelo	3,870	3,111	24.4%	3,888	3,401	14.3%	7,758	6,512	19.1%	1.6%
Delta Air	27,690	17,928	54.5%	20,850	18,152	14.9%	48,540	36,080	34.5%	10.1%
Mesa (AA)	-	2,185	-100.0%	-	1,889	-100.0%	-	4,074	-100.0%	0.0%
SkyWest (Delta Connection)	6,147	6,052	1.6%	6,177	6,117	1.0%	12,324	12,169	1.3%	2.6%
SkyWest (United Express)	10,408	12,385	-16.0%	9,825	11,894	-17.4%	20,233	24,279	-16.7%	4.2%
SkyWest (AA)	5,692	1,796	216.9%	5,132	1,662	208.8%	10,824	3,458	213.0%	2.3%
Southwest Air	39,475	36,754	7.4%	39,636	38,854	2.0%	79,111	75,608	4.6%	16.5%
United	29,272	26,630	9.9%	28,094	27,183	3.4%	57,366	53,813	6.6%	12.0%
WestJet	23,121	24,545	-5.8%	23,235	24,559	-5.4%	46,356	49,104	-5.6%	9.7%
Allegiant Air	2,766	4,125	-32.9%	3,003	4,217	-28.8%	5,769	8,342	-30.8%	1.2%
Flair	1,445	2,288	-36.8%	1,555	2,047	-24.0%	3,000	4,335	-30.8%	0.6%
JetBlue	3,422	3,804	-10.0%	3,586	3,909	-8.3%	7,008	7,713	-9.1%	1.5%
MN Airlines (Sun Country)	5,201	4,511	15.3%	5,462	4,644	17.6%	10,663	9,155	16.5%	2.2%
Charters	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
TOTAL	244,619	223,314	9.5%	234,499	226,832	3.4%	479,118	450,146	6.4%	100.0%

Palm Springs International Airport

ENPLANED & DEPLANED PASSENGERS - FY 2023 2024													
ENPLANED PASSENGERS													
Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
Air Canada	-	-	-	335	5,670	5,059	5,595	6,330	8,366				31,355
Alaska	11,339	9,923	11,493	25,541	30,823	30,980	31,030	35,114	43,343				229,586
American	13,695	14,400	15,596	20,342	23,979	22,963	23,536	27,581	34,401				196,493
Avelo Air	-	-	-	-	2,477	2,528	2,498	2,889	3,870				14,262
Delta Air	-	-	392	3,945	5,840	11,659	16,245	16,444	27,690				82,215
SkyWest (Delta Connection)	4,267	4,070	5,050	5,668	5,403	5,466	5,415	5,799	6,147				47,285
SkyWest (United Express)	8,606	8,448	9,630	7,470	8,324	7,057	8,416	8,360	10,408				76,719
SkyWest (American Air)	3,691	2,630	3,055	5,390	5,314	3,887	4,784	4,400	5,692				38,843
Southwest Air	17,851	15,667	19,382	25,155	29,421	25,412	29,154	29,022	39,475				230,539
United			4,656	17,089	20,427	19,345	19,643	22,654	29,272				133,086
WestJet	4,198	4,171	4,058	11,646	16,585	16,441	16,592	19,532	23,121				116,344
Allegiant Air	-	-	-	1,331	1,457	1,173	1,175	1,679	2,766				9,581
Flair									1,445				1,445
JetBlue	-	-	-	175	3,284	2,640	404	1,627	3,422				11,552
MN Airlines (Sun Country)	-	-	501	2,615	3,176	3,635	3,439	4,621	5,201				23,188
Charters	-	-	-	-	-	-	-	-	-				-
TOTAL ENPLANED	63,647	59,309	73,813	126,702	162,180	158,245	167,926	186,052	244,619	-	-	-	1,242,493
DEPLANED PASSENGERS													
Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
Air Canada	-	-	-	533	5,771	5,293	5,267	6,477	7,397				30,738
Alaska	10,590	10,605	12,779	27,568	30,674	31,911	30,481	37,102	44,485				236,195
American	13,171	14,104	15,246	20,434	24,029	24,431	24,617	29,068	32,174				197,274
Avelo Air					2,560	2,553	2,486	2,977	3,888				14,464
Delta Air			671	3,917	5,840	13,161	16,443	17,936	20,850				78,818
SkyWest (Delta Connection)	3,959	3,996	5,299	5,741	5,467	5,416	5,936	5,933	6,177				47,924
SkyWest (United Express)	8,016	8,498	10,039	7,711	8,827	7,852	7,922	8,774	9,825				77,464
SkyWest (American Air)	3,492	2,666	2,997	5,463	5,120	3,818	4,108	3,884	5,132				36,680
Southwest Air	17,428	16,060	20,799	25,891	30,654	28,082	28,435	30,944	39,636				237,929
United			4,971	17,220	20,384	20,040	19,723	23,233	28,094				133,665
WestJet	4,033	4,018	4,366	13,554	17,883	16,173	18,053	21,323	23,235				122,638
Allegiant Air				1,728	1,468	1,129	1,151	1,859	3,003				10,338
Flair									1,555				1,555
JetBlue				322	3,143	3,173	353	1,742	3,586				12,319
MN Airlines (Sun Country)			581	3,024	3,470	3,965	3,877	5,292	5,462				25,671
Charters	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL DEPLANED	60,689	59,947	77,748	133,106	165,290	166,997	168,852	196,544	234,499	-	-	-	1,263,672
TOTAL E & D	124,336	119,256	151,561	259,808	327,470	325,242	336,778	382,596	479,118	-	-	-	2,506,165

PASSENGER ACTIVITY REPORT - FISCAL YEAR COMPARISON

	ENPLANED PASSENGERS						DEPLANED PASSENGERS						TOTAL PASSENGERS								
	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21
July	63,647	↓ -6%	68,071	↑ 3%	65,869	↑ 282%	17,231	60,689	↓ -7%	65,593	↑ 3%	63,594	↑ 284%	16,545	124,336	↓ -7%	133,664	↑ 3%	129,463	↑ 283%	33,776
August	59,309	↓ -9%	65,368	↑ 11%	58,793	↑ 220%	18,389	59,947	↓ -7%	64,584	↑ 9%	59,159	↑ 227%	18,093	119,256	↓ -8%	129,952	↑ 10%	117,952	↑ 223%	36,482
September	73,813	↓ -7%	79,599	↑ 21%	65,682	↑ 184%	23,087	77,748	↓ -7%	83,235	↑ 17%	70,984	↑ 186%	24,828	151,561	↓ -7%	162,834	↑ 19%	136,666	↑ 185%	47,915
October	126,702	↑ 5%	120,659	↑ 11%	108,923	↑ 162%	41,597	133,106	↑ 5%	126,798	↑ 8%	117,068	↑ 148%	47,180	259,808	↑ 5%	247,457	↑ 9%	225,991	↑ 155%	88,777
November	162,180	↑ 1%	160,129	↑ 18%	135,677	↑ 157%	52,874	165,290	↑ 4%	159,108	↑ 17%	136,267	↑ 147%	55,169	327,470	↑ 3%	319,237	↑ 17%	271,944	↑ 152%	108,043
December	158,245	↓ -1%	159,846	↑ 17%	136,897	↑ 230%	41,517	166,997	↑ 3%	161,369	↑ 16%	139,630	↑ 234%	41,745	325,242	↑ 1%	321,215	↑ 16%	276,527	↑ 232%	83,262
January	167,926	↓ -1%	169,746	↑ 44%	118,204	↑ 198%	39,614	168,852	↓ -2%	171,910	↑ 44%	119,184	↑ 202%	39,468	336,778	↓ -1%	341,656	↑ 44%	237,388	↑ 200%	79,082
February	186,052	↑ 1%	184,973	↑ 30%	142,206	↑ 147%	57,530	196,544	↑ 4%	188,877	↑ 26%	150,130	↑ 138%	63,127	382,596	↑ 2%	373,850	↑ 28%	292,336	↑ 142%	120,657
March	244,619	↑ 10%	223,314	↑ 10%	202,993	↑ 89%	107,577	234,499	↑ 3%	226,832	↑ 13%	200,890	↑ 88%	106,900	479,118	↑ 6%	450,146	↑ 11%	403,883	↑ 88%	214,477
April		↓ -100%	200,753	↑ 8%	185,946	↑ 67%	111,376		↓ -100%	178,600	↑ 4%	172,169	↑ 65%	104,401	-	↓ -100%	379,353	↑ 6%	358,115	↑ 66%	215,777
May		↓ -100%	129,695	↑ 5%	123,736	↑ 33%	92,820		↓ -100%	116,491	↑ 6%	109,503	↑ 34%	81,715	-	↓ -100%	246,186	↑ 6%	233,239	↑ 34%	174,535
June		↓ -100%	71,635	↓ -3%	73,861	↑ 10%	66,885		↓ -100%	66,826	↓ -3%	68,663	↑ 9%	62,987	-	↓ -100%	138,461	↓ -3%	142,524	↑ 10%	129,872
YTD	1,242,493	↓ -24%	1,633,788	↑ 15%	1,418,787	↑ 112%	670,497	1,263,672	↓ -22%	1,610,223	↑ 14%	1,407,241	↑ 113%	662,158	2,506,165	↓ -23%	3,244,011	↑ 15%	2,826,028	↑ 112%	1,332,655